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No. 21,808 號捌零百捌仟壹萬式第 日玖拾月肆辰戊 HONG KONG, WEDNESDAY, JUNE 6th, 1928. 叁拜禮 日陸月陸年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Kowloon	Dep.	6.40	8.05	8.50	9.10	10.00	12.00	1.15	2.35	3.00	4.30	5.45	7.30	8.45	10.00	11.15	12.30	1.45	3.00	4.15	5.30	6.45	8.00	9.15
Yamat	Dep.	6.49	8.14	9.00	9.20	10.10	12.10	1.25	2.45	3.10	4.40	5.55	7.40	8.55	10.10	11.25	12.40	1.55	3.10	4.25	5.40	6.55	8.10	9.25
Shatin	Dep.	7.01	8.26	9.12	9.32	10.22	12.22	1.35	2.55	3.20	4.50	6.05	7.50	9.05	10.20	11.35	12.50	2.05	3.20	4.35	5.50	7.05	8.20	9.35
Taipei	Dep.	7.18	8.43	9.29	9.49	10.39	12.39	1.50	3.10	3.35	5.05	6.20	8.05	9.20	10.35	11.50	13.05	2.20	3.35	4.50	6.05	7.20	8.35	9.50
Taipei Market	Dep.	7.30	8.55	9.41	10.01	10.51	12.51	2.00	3.20	3.45	5.15	6.30	8.15	9.30	10.45	12.00	13.15	2.30	3.45	5.00	6.15	7.30	8.45	10.00
Fanning	Dep.	7.35	9.00	9.46	10.06	10.56	12.56	2.05	3.25	3.50	5.20	6.35	8.20	9.35	10.50	12.05	13.20	2.35	3.50	5.05	6.20	7.35	8.50	10.05
Shuanghui	Dep.	7.45	9.10	9.56	10.16	11.06	13.06	2.15	3.35	4.00	5.30	6.45	8.30	9.45	11.00	12.15	13.30	2.45	4.00	5.15	6.30	7.45	9.00	10.15
Shamshui	Dep.	7.55	9.20	10.06	10.26	11.16	13.16	2.25	3.45	4.10	5.40	6.55	8.40	9.55	11.10	12.25	13.40	2.55	4.10	5.25	6.40	7.55	9.10	10.25
Canton	Arr.	11.50	12.35	13.20	13.40	14.30	16.30	17.40	19.00	20.10	21.25	22.40	23.55	25.10	26.25	27.40	28.55	30.10	31.25	32.40	33.55	35.10	36.25	37.40

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Canton	Dep.	6.40	8.05	8.50	9.10	10.00	12.00	1.15	2.35	3.00	4.30	5.45	7.30	8.45	10.00	11.15	12.30	1.45	3.00	4.15	5.30	6.45	8.00	9.15
Shamshui	Arr.	7.18	8.43	9.29	9.49	10.39	12.39	1.50	3.10	3.35	5.05	6.20	8.05	9.20	10.35	11.50	13.05	2.20	3.35	4.50	6.05	7.20	8.35	9.50
Shuanghui	Dep.	7.35	9.00	9.46	10.06	10.56	12.56	2.05	3.25	3.50	5.20	6.35	8.20	9.35	10.50	12.05	13.20	2.35	3.50	5.05	6.20	7.35	8.50	10.05
Fanning	Dep.	7.50	9.15	10.01	10.21	11.11	13.11	2.20	3.40	4.05	5.35	6.50	8.35	9.50	11.05	12.20	13.35	2.50	4.05	5.20	6.35	7.50	9.05	10.20
Taipei Market	Dep.	8.05	9.30	10.16	10.36	11.26	13.26	2.30	3.50	4.15	5.45	7.00	8.15	9.30	10.45	12.00	13.15	3.00	4.15	5.30	6.45	8.00	9.15	10.30
Taipei	Dep.	8.18	9.43	10.29	10.49	11.39	13.39	2.40	4.00	4.25	5.55	7.10	8.25	9.40	10.55	12.10	13.25	3.10	4.25	5.40	6.55	8.10	9.25	10.40
Shatin	Dep.	8.30	9.55	10.41	11.01	11.51	13.51	2.50	4.10	4.35	6.05	7.20	8.35	9.50	11.05	12.20	13.35	3.20	4.35	5.50	7.05	8.20	9.35	10.50
Yamat	Dep.	8.45	10.10	10.56	11.16	12.06	14.06	3.00	4.20	4.45	6.15	7.30	8.45	10.00	11.15	12.30	13.45	3.30	4.45	5.60	6.75	7.90	9.05	10.20
Kowloon	Arr.	9.17	10.42	11.28	11.48	12.38	14.38	3.32	4.52	5.17	6.47	8.02	9.17	10.32	11.47	13.02	14.17	3.57	5.12	6.27	7.42	8.57	10.12	11.27

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LONDON'S WORLD WONDER.

LARGEST UNDERGROUND STATION.

TO BE READY THIS YEAR.

The world's largest underground station, and probably the most ingenious and intricate railway station, is to be presented to Londoners at the end of the year.

It is Piccadilly, the new Underground station, and the last word in subterranean accomplishment, which to-day is publicly represented by a four-square hoarding where Eros once stood.

Millions of people pass this spot every day. In omnibuses, in motor-cars and on foot, they revolve around London's most offensive eyesore with blasé cynicism.

They have long since abandoned conjecture; they are tired of objecting to this hideous "chicken coop," they pass it without notice. And yet barely eighteen inches beneath the roadway is a web-like framework of steel, and hundreds of workmen are busy with pick and spade digging the cool damp gravel where next Christmas will be one of the underground wonders of the world.

Vivid Triumph.

Now, in its unfinished state, it is a vivid engineering triumph. Tomorrow, when thousands of suburbanites pour into the brilliantly lighted, cavern beneath the wheels and feet of London it will be a commonplace process in the art of getting home. To-day it is romance—soon it becomes almost mediocre.

I have seen it in an unfinished state. I have crawled over the dank earth of the ancient Thames valley.

I have bumped my head on the girders. I have lain flat on my stomach and chin in hands, gazed across a "billiard table," looking half-barely three feet high where workmen, on their hands and knees, pushed small trucks along a mine-like railway with the gravel that is swung into the full view of Piccadilly by the small familiar crane that is almost a permanent piece of West End scenery.

Inescapable Romance.

This romance is inescapable. What a contrast with the modern "passimetre," the glitter of green and white tile, the silent motion of escalators! It is all there in embryo.

A few steps down the ladder is the booking hall, the first slice of the excavation. A gigantic "breast plate" has been riveted and pillared up against the concrete roadway above.

Fifty-seven pillars have been erected in the earth to hold the roof in place. Each pillar is capable of sustaining a load of 250 tons! "Piccadilly is stronger now than when we took the earth away," an obviously practical foreman said to me. Bricks, pieces of timber, and concrete blocks had been wedged between the upper edge of the steel and the concrete bed of the circus.

Seven Tunnels.

I could hear the whirr and flap of rubber tyres overhead. The first level of the booking hall has been cut. A circular brick wall surrounds the shallow space, and most of the steel overhead framework is in place.

Seven tunnels are being bored to seven different points in the circus. I watched a workman drive the first drill into the earth which will be cleared to make a passage to the pavement at Swan and Edgar's.

Nearly a quarter of a mile of show windows will encircle the station. Seven "passimetre," and scores of automatic booking machines, will be installed. Eleven escalators are being constructed to handle the grandiose total of 50,000,000 passengers a year.

The most striking improvement in this new Underground station, and one that is evident even at the present stage of development, is the facility with which passengers reach the trains.

Escalator To Platform.

The time-honoured subterranean tour conducted by the Underground railways at Piccadilly is at present abolished. The public practically steps from the escalators to the station platform.

The descent is made from the centre of the new booking hall in two stages. Five stairways lead fifty feet to a central platform, where on each side are triple escalators leading to each of the two railways.

Confusion is obviated and speed assured. A reduction of one half is estimated in the speed of embarking passengers—Daily Express.

WHO PAYS THE BETS TAX?

BOOKMAKER LOSES CASE AGAINST BACKER.

An important case with regard to the betting tax, was heard at Westminster County Court when Messrs. Ladbroke and Company, turf commission agents, of Old Burlington-street, W., sued Mr. John Ingram, soft goods merchant, of Friday-street, E.C., for £80 15s. 6d.

Mr. Roland Oliver, K.C., said the case was of a somewhat novel character. Messrs. Ladbroke's claim was the amount paid by them in betting tax upon a series of bets made with them by Mr. Ingram last June. Mr. Ingram ended up owing Messrs. Ladbroke £800, not a penny of which he had paid.

Of course, Messrs. Ladbroke could not sue for that money, but they sued to recover the tax on his unpaid debt. Last Derby week Mr. Ingram's transactions amounted to £1,931, and on the following week his bets amounted to £1,210. Messrs. Ladbroke had had to pay £30 tax on the bets, and it would be a harsh thing if they could not recover that sum.

"Mr. Ingram has had his bets," said Mr. Oliver, "and has had a run for his money and now he says that he will not pay his losses and the bookmaker must pay the tax too."

How Tax is Paid.

Mr. Derrick Crump, a director of Ladbroke and Company, said the firm paid the tax on all stakes. There were two methods followed in regard to the tax. Under the first method if a man put a £10 stake on a horse and he lost, Messrs. Ladbroke would send him an account for £10 and for 7s. in respect of the 31 per cent. duty.

Judge Sir Alfred Tobin: If the loser does not pay you cannot recover the stake—No.

And I do not suppose you have tried to recover the 7s. duty?—This is the first case.

Under the second method, said Mr. Crump, the 31 per cent. duty was deducted from the backer's winnings.

Mr. Dawson, defending, submitted that before the backer became liable there must be shown a very clear promise or agreement by the backer that he would either pay or share the burden of the tax.

Judge Sir Alfred Tobin said he declined to draw an inference that there was an implied agreement by the backer to recoup the bookmaker for the duties he had paid. He thought the bookmaker paid the tax in respect of the bets and that he could not recover it. There must be judgment for Mr. Ingram, with costs.

A stay of execution was granted so that an appeal could be lodged.

MARRIAGE TANGLE.

MAN WITH TWO WIVES.

Lila Mary Giffon, or Denny, aged 31, an Irishwoman, of Store-street, Tottenham Court-road, W., was charged at Bow-street with having, as an American citizen, failed to register a change of address.

Detective-Sergeant Clarke, of Scotland Yard, said that Mrs. Giffon was registered as an American citizen. Last week he stopped her in Rupert-street and told her he had reason to believe that she was in possession of both American and British passports. She explained that she married a man named Giffon in Philadelphia, but had since discovered that he had a wife living. The marriage was thus not legal, and she claimed to be still a British subject.

Cross-examined by Mr. O'Connor, defending, Sergeant Clarke said that the woman was married at a London register office in August 1918 to Gerald Henry Maynard Denny, a member of a well-known Irish family. They were divorced on December 14, 1921, and the subsequently went through a form of marriage with Giffon in Philadelphia.

The woman said that she had not seen Giffon since shortly after she "married" him. She had since seen the woman who claimed to be Giffon's wife. Giffon told her when she married him that he was a Scotsman.

The charge was dismissed.

DIARY OF EVENTS.

To-day.

(June 6th.)

Derby Day.
Queen's Theatre: "The Secret Studio."
World Theatre: "The Wanderer of the Wasteland."
Star Theatre: "The Frontiersman."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 8 p.m.

Thursday.

(June 7th.)

Corpus Christie.
Annual Ordinary General Meeting Peak Tramways Co., Ltd., noon.
Queen's Theatre: "Captain Salvation."
World Theatre: "Buck Privates."
Star Theatre: "Forbidden Waters."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 8 p.m.

Friday.

(June 8th.)

Christian Fellowship Meeting Helena May Institute, 10.30 a.m. Oaka.
Queen's Theatre: "Captain Salvation."
World Theatre: "Buck Privates."
Star Theatre: "Forbidden Waters."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 8 p.m.
Principal Mails:—Outward: Europe via Marseilles (Delta), 10.30 a.m.

Saturday.

(June 9th.)

Ordinary General Meeting, William Powells, Ltd., noon. Extraordinary meeting, 12.15 p.m.
Queen's Theatre: "Captain Salvation."
Star Theatre: "Forbidden Waters."
World Theatre: "Buck Privates."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 8 p.m.
Principal Mails:—Outward: Europe via Marseilles (Delta), 10.30 a.m.

Sunday.

(June 10th.)

1st Sunday after Trinity.
Queen's Theatre: "A Hero For A Night."
World Theatre: "Johnny Get Your Hair Cut."
Star Theatre: "Winners of the Wilderness."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 8 p.m.

Monday.

(June 11th.)

Queen's Theatre: "A Hero For A Night."
World Theatre: "Johnny Get Your Hair Cut."
Star Theatre: "Winners of the Wilderness."
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 8 p.m.

THE DOG AND THE STUD.

£15 15s. DIAMOND EXTRACTED FROM STOMACH.

A young man with sad expression carrying a young terrier called recently at the "poor patients" clinic at the Royal Veterinary College, Camden Town.

Indicating the dog, its owner said: "This dog cost me 7s. 6d. and he's swallowed a diamond stud that I paid 16 guineas for!" An X-ray examination confirmed the statement. Chloroform was administered and an operation performed. The stud was extracted and the dog restored to health.

Professor Frederick Hobday, the principal of the college, who told this story to a Daily Mail reporter said: "One of the most curious cases we have had to deal with was that of a dog that swallowed 7d. in copper. The owner had trained the dog to catch a copper in its mouth. It would then run to a shopkeeper, who would hand the dog, the equivalent value in goods, which the dog carried back to its master. Unfortunately the dog sometimes swallowed the coin, and as the total mounted up it became ill. We were able to operate successfully."

Provided the patient is brought to us within four or five days of the accident a cure is effected in almost every case.

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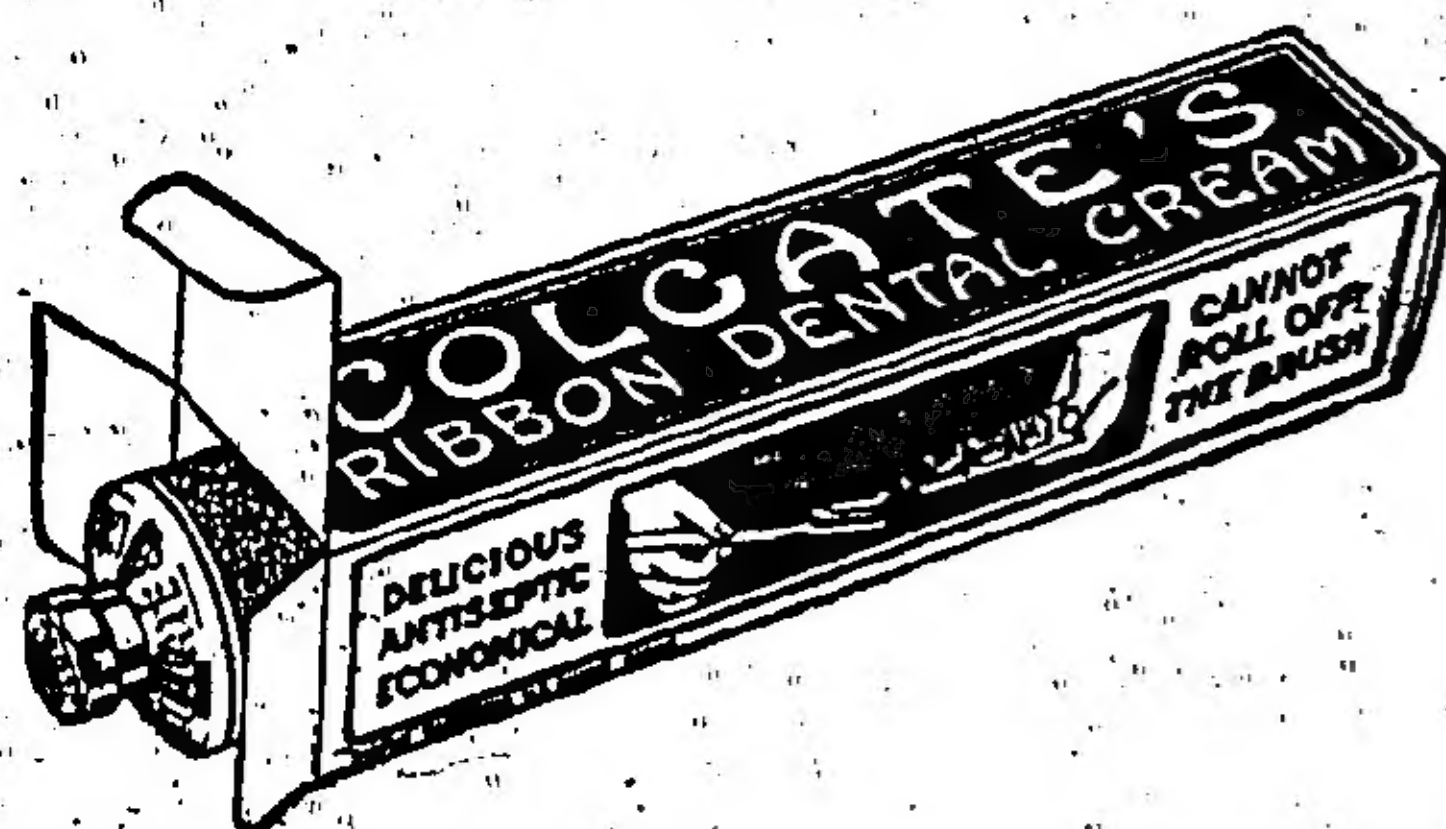
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RUMANIAN MISRULE.

TRANSYLVANIA FAILURE.

SIR PERCIVAL PHILLIPS'
INDICTMENT.

AN EMBITTERED PEOPLE.

BUCAREST, Rumania.
Transylvania, the most valuable of Rumania's possessions, is a melancholy victim of mismanagement, writes Sir Percival Phillips in the *Daily Mail*. This province, which has an area of 68,000 square miles and a population (according to the last census) of 5,500,000, of whom only 3,400,000 are Rumanian, looked forward to a new era of development and prosperity.

It brought as its contribution to Greater Rumania the bulk of Hungary's natural wealth—coal mines, gold mines, forests, and industrial plants—a gift regarded with envious eyes by the other Powers of Eastern Europe.

A Record Of Failure.

What has Rumania made of it? Nothing. The record of the past five years' rule by Bucarest is a record of failure.

Economic disaster has given birth to a political crisis of the first magnitude. The impoverished and embittered people of Transylvania are solidly united under M. Julius Maniu, leader of the National Peasant Party for the overthrow of the present autocratic régime on the far side of the Carpathians.

When all is said that can be said in extenuation of the Government's unhappy adventure in Transylvania, there remains a grave indictment of political intolerance, and of inefficiency in economic, financial, and administrative affairs which cannot be effectively combated.

Hungarian Civil Service Scrapped.
The Hungarians left behind a highly competent Civil Service which Bucarest proceeded to scrap without delay. There were no effective replacements, for old Rumania lacked the necessary material. She could not administer her old territory competently; much less create an organisation capable of taking over a new area two-thirds as large.

The result was a ramshackle patchwork of bureaucracy from Bucarest, which tended to regard the Transylvanian as a semi-foreign colony to be exploited in the interests of the old governing class.

It is true that the failure of last year's harvest cannot be ascribed to the incompetence of the Government, although undoubtedly it contributed to the present economic distress, for 80 per cent. of Transylvania's population is on the land.

But the discontent of the peasants goes deeper than that. The Government divided the land among them but failed to give them implements for tilling it or adequate transport for carrying their produce to market. Moreover, it imposed such heavy import and export tariffs that prices for many essential articles are now prohibitive.

Many peasants are drawing on their life savings in local banks. The banks in turn are in a bad way and a number of the smaller ones have gone under. Bankruptcy has overtaken business firms, and those still alive are staggering under the excessive rates of interest charged for loans. Taxes are at the highest possible figure. Both Transylvania and the Banat complain that they have been unfairly treated by the National Bank in regard to the grant of discount credits.

There has been a general slump due to the pressure of Bucarest's economic policy. Prices for grain are down owing to competition from the old Kingdom's cattle prices have dropped because the old markets of Central Europe are no longer available.

Obviously this state of affairs prevents any assimilation of Transylvania by the old kingdom. Bucarest has gone to great pains to erect barriers, which have only divided the country against itself. The traveller in Rumania hears on all sides the most circumstantial stories of abuses perpetrated at the time of the last elections, when Opposition mass meetings were prevented, and "faked" ballot boxes were substituted for those containing the votes cast by the followers of M. Maniu.

This Transylvanian lawyer has given me a very definite and dispassionate review of the case against the Government. He convinces those who listen to his arguments that he is not attempting to set up a régime which would be in any way Socialist.

Peasant Party's Aims.

M. Maniu has thus summed up for me the aims of the National Peasant Party.

We are fighting for a Parliamentary régime based on the will of the people, which will respect the Constitution and the laws and ensure the holding of elections honestly and fairly. We

(Continued on next Column.)

WOMEN BROKERS ARRIVING.

FEMININE PIONEERS OF
FINANCE.

EXCLUDED FROM LONDON
STOCK EXCHANGE.

The woman stockbroker with all the official status that membership of the London Stock Exchange gives may not have arrived—but she is on her way.

Thousands of women with money to invest and newly interested in the movements of the share market during the industrial boom of the present year made the discovery that the London Stock Exchange is what the British House of Commons once was—closed to the woman member.

Everything But Finance.

They might instruct a woman solicitor to draw up their wills disposing of all their possessions, have a woman barrister briefed to represent them in the highest courts of the land, employ a woman chartered accountant to keep their money in order, consult a woman physician or a woman surgeon on life and death matters, and help send a woman to take her seat in the mother of Parliaments to make new laws—but when it came to buying shares this must be done through a man.

Ingenuity, when it is allied with ability beyond the ordinary and a remarkable grasp of the intricacies of finance, has now however, found a way by which a woman can deal with a woman without doing what every authority on money affairs counsels them not to do, employ an outside broker!

There is at this moment a woman, young, charming, able, working in conjunction with a firm of inside brokers.

She may give her order by telephone to the Stock Exchange, and does so, although she herself may only go there outside business hours and shepherded by a member. The position of this pioneer young woman of finance, Miss Hilda McKean, is interesting. She is practising in connection with an inside firm admitted to membership of the London Stock Exchange.

"Stockbroking is an extremely difficult profession for a woman to undertake," said Miss McKean, when discussing the possibilities for future aspirants. "To begin with, she is handicapped by not being allowed to enter the 'House.' A man appears before the London Stock Exchange Committee to enter the 'House' for two years as an unauthorised clerk, which is the preliminary stage.

No Examinations.

"During that time he is permitted in the 'House,' but cannot transact any dealings. Then he works for a year as an authorised clerk. He is allowed to transact business. There are no examinations. Finally, he is elected to full membership of the London Stock Exchange.

"I took a keen interest in stocks and shares from my schoolgirl days," she added. "As soon as I left school I managed my own money affairs, bought and sold shares. Now I have made the woman investor my special concern."

Women are allowed to practise on the provincial exchanges. At Bury and at Exeter there are women members. City men declare, however, that women will never gain admittance to the London Stock Exchange. Life within the sacred precincts of the "House" is far too strenuous for women.

demand the abolition of privilege, and opportunities for all.

The policies of the two political parties are diametrically opposite. The Liberals represent a little, pro-war Rumania, highly centralised, clinging to Oriental methods of government and administration, supporting a fictitious Parliament, and accepting modern ideas and methods of development with reluctance. The National Peasant Party represents the new world which has emerged from the world war. Western in thought, liberal in aims, and devoted to the progress of Greater Rumania without permitting the exploitation of one part of the kingdom at the expense of another.

We demand efficiency in the public services, adequate pay for competent officials, and the dismissal of all corrupt and incompetent public servants; the rehabilitation of industry, and due regard for the essential needs of our agrarian population.

The universal discontent of the Rumanian people to-day is due to the maladministration of the country by the centralised Government of Bucarest. In their hands the Constitution, which confers certain political rights, has become no more than a scrap of useless paper.

The revolution I have described has already made great progress and it will succeed.



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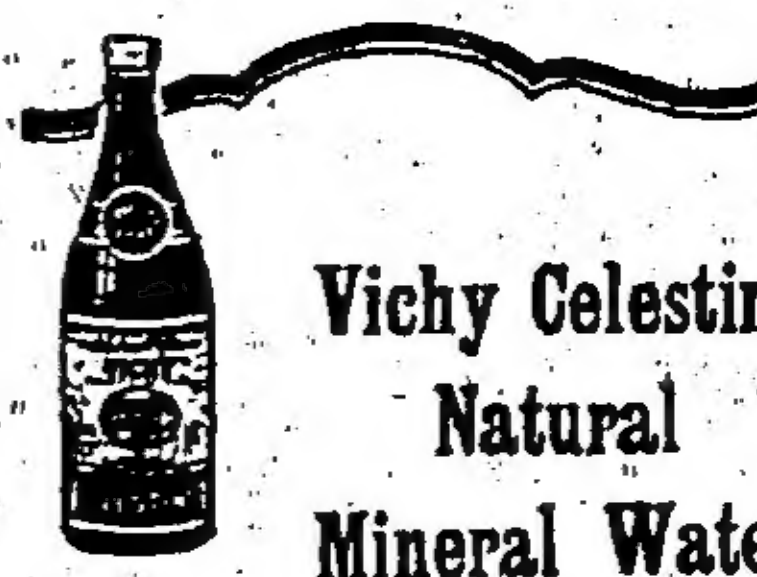
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HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JUNE 5th, 1928.	
H.K. Bank	£1,237 nom.
Do, London	£1,138 nom.
Chartered Bank	£214 buy.
Mercantile Bank, A. & B.	£235 nom.
Do, C.	£1,141 nom.
P. & O. Bank	£294 nom.
East Asia Bank	£75 nom.
Canton Insurance	£320 sel.
Union Insurance	£320 buy.
North China Ins.	£140 buy.
Anglo Siam Ins.	£150 nom.
China Underwriters	£34 nom.
China Fire Insurance	£340 buy.
Hong Kong Fire Ins.	£740 sel.
Douglas	£364 buy.
H.K. Steamboats	£324 nom.
H.K. Tugs	£324 nom.
Indo-China (Fret)	£37 buy.
Do, (Def.)	£37 nom.
Shall Transport	£197 buy, 204 sel.
Waterboats	£119 buy, 120 sel.
Beigute	£114 nom.
Kailan Mining Ad.	£85 nom.
Langkai (combined)	£12.20 nom.
Do, (single)	£15.50 nom.
Shat. Explorations	£12.20 nom.
Shanghai Loans	£12.20 nom.
Ranin	£44 nom.
Troch Mines	£17/8 nom.
H.K. & K. Wharves	£1204 nom.
E.L.C. & W. Docks	£140 nom.
China Freights	£140 buy.
Hongkong	£140 buy.
New Engineering	£15.108 nom.
Shanghai Docks	£15.108 nom.
Ewo Cottons	£15.108 nom.
Oriental Cottons	£15.108 nom.
Shai Cottons (old)	£15.108 nom.
Do, (new)	£15.108 nom.
H.K. & S. Hotels	£910 buy, 950 sel.
H.K. Land	£364 buy.
Shanghai Land	£140 buy.
Humphreys Estate	£144 nom.
H.K. Realities	£34 buy, 34 sel.
H.K. Tramways	£344 buy.
Peak Trams (old)	£134 buy.
Do, (new)	£134 nom.
Star Ferries	£344 nom.
China Lights (old)	£114 buy.
Do, (new)	£114 buy.
Do, (1923 issue)	£11.20 buy.
H.K. Electric	£364 buy.
Macro Electric	£364 buy.
Telephones	£340 buy, 340 sel.
China Buses	£340 buy, 340 sel.
Singapore Tractions	£9/9 buy.
China Sugars	£340 buy.
Malayan Sugars	£344 nom.
Canton Iron	£344 nom.
Cements (combined)	£2 buy, 10 sel.
Do, (old)	£34 nom.
Do, (new)	£150 buy.
H.K. Rypps (old)	£7 sel.
Do, (new)	£150 sel.
United Ambers	£10 nom.
Dairy Farms	£304 buy, 21 sel.
Watsons	£144 buy.
Der A Wings	£34 nom.
Lans Crawfords	£34 nom.
MacIntosh	£34 nom.
Stokers	£34 nom.

(Continued at foot of next column.)



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Mineral Water

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It gives zest to the appetite and helps one to enjoy the pleasures of the table.

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Special Appointment
to
H.M. King George V.



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First Choice

PERRIER
JOUET.

This excellent
Champagne
is now obtainable
in Hong Kong
in three sizes,

QUARTS ... \$7.00 per bottle

PINTS ... \$3.70 "

BABY ... \$2.00 "

A baby Perrier Jouet
and Guinness is

The Ideal Tonic and
Pick-me-up.

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[A.P.B.]



Baby's Growth

THE best indication of
proper development is
a right increase in
weight coupled with increase
in muscular strength.

At five months Baby should
be able to hold his head erect.
At seven months he will be able
to sit up a while. When ten
months he crawls, pulls himself
up or stands by a chair.
Do not encourage a child to walk
before he does so of his own accord.

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Allenbury's
Foods

No. 1, 2, 3 and Rinks provide the
right nourishment for Baby, step by
step, and promote steady growth
and sound development.

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[A.P.B.]

Gibbs Dentifrice

contains no harsh substance to scratch the precious enamel or cut into the necks of the teeth at the danger line where the thinner enamel meets the delicate tissue of the Gums.

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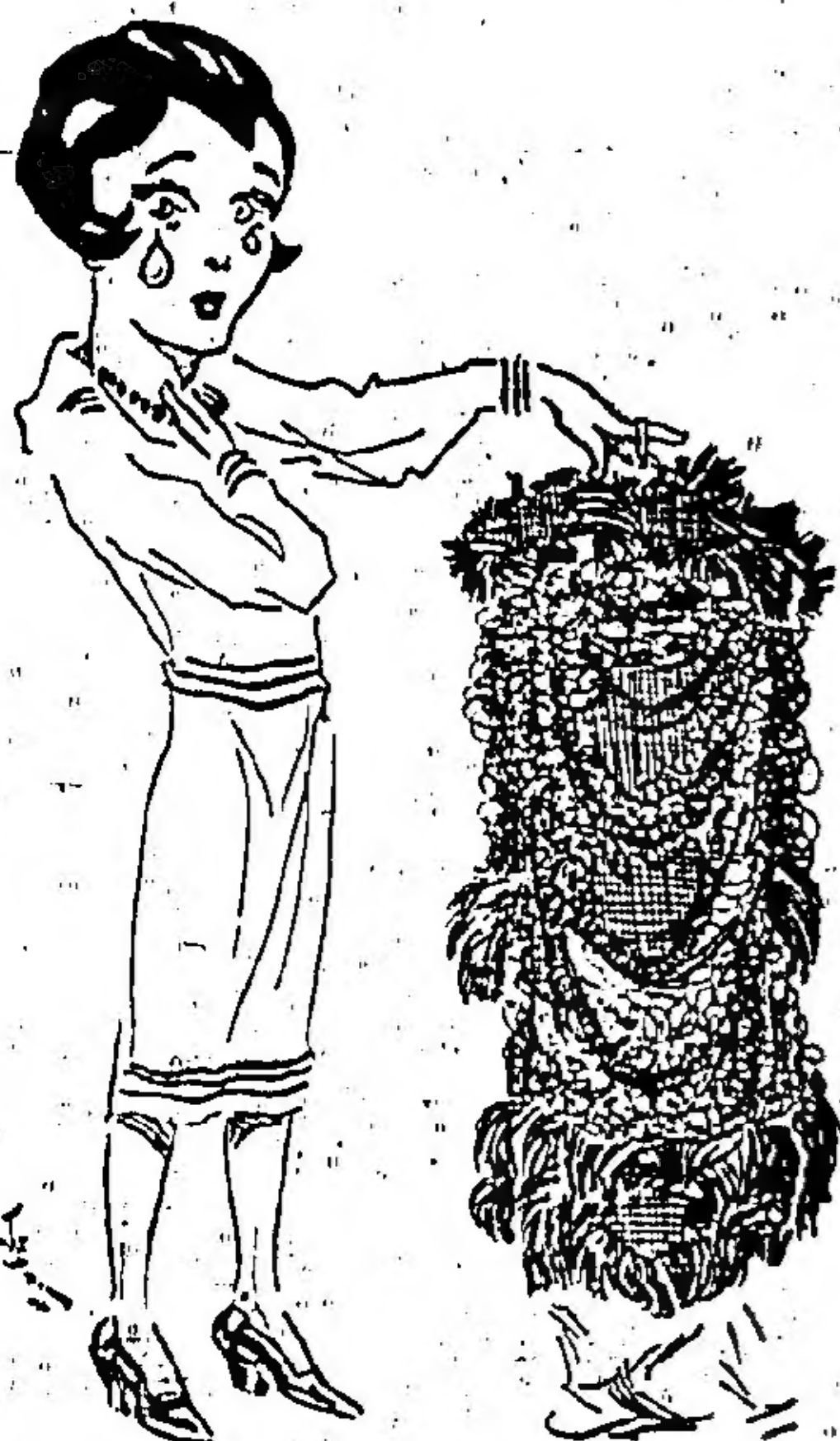
[A.P. 5]

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HONGKONG

IN FOOTSTEPS OF MARCO POLO.

DR. CRESSEY'S EXPEDITION
TO INNER MONGOLIA.

AN INVESTIGATION OF
UNKNOWN AREAS.

Leaving Shanghai College three weeks before commencement, Professor George B. Cressey will start on a three months' tour to the unknown regions of the Ordos and Alashan deserts beyond the Great Wall from Kansu in Western Inner Mongolia. The journey to his base, the city of Ninghsia, Kansu, will occupy three weeks, and will be by boat to Hankow, thence by rail via Chengchow to Shanchow, Honan; from there by motor car to Sianfu and to Pingliang, Kansu; and then by pack mules to Ninghsia.

The area which it is proposed to study lies in western Inner Mongolia, north of the Great Wall from Kansu. Except for irrigated strips along the Yellow River all of this region is a desert. In the centre of the area lies the great Alashan Range of mountains, which rise to over 10,000 ft. and divide the desert into two distinct regions; the Alashan desert on the west and the Ordos on the east. The Ordos includes the district within the great northward bend of the Yellow River outside the Great Wall.

Although an ancient Mongolian trade route crosses this district, it has seldom been followed by Westerners. Except for a few trails most of the Ordos and Alashan is quite unknown, both geographically and geologically. Marco Polo crossed this area on his journey to China, and over much of the summer Dr. Cressey's expedition will be following in his footsteps.

Object of the Expedition.

The chief geological problem deals with changes in the climate of Central Asia during the last few geological periods. During the glacial period in Europe and North America Asia was free from ice. Mongolia at that time apparently had a much more moist climate. This problem is of more than theoretical interest, for climate controls vegetation and thus influences animal life. Since Asia seems to have been the centre of human evolution, climate throws light on the habitability of this area. The record of climate is written in sediments and erosion cycles, and the preliminary studies made by Professor Cressey in 1924 indicate that this area contains critical information. While no direct search is to be made for ancient man, it is important to note that the best evidence of early man so far found in Central Asia is on the borders of the Ordos near Ninghsia.

The Alashan Range presents some interesting problems in structural geology, for they are formed as the result of a great thrust from the west. Similar mountains are known in other countries, but no detailed studies of this type have been made in China. It is planned to examine the general geology of the range and map its structure.

The desert is the geologist's paradise. All the agents of erosion and transportation are actively at work, for despite the limited rainfall with which they carry on their work there is no protecting vegetation. Geologic processes are demonstrated on every hand, often in textbook perfection.

Many writers have pointed to Mongolia with its great expanses of empty land as the place to which people may emigrate from the overcrowded plains of China proper. It is hoped to study the agricultural possibilities of this area.

Dr. Cressey's Other Trips.

Dr. Cressey visited both the Ordos and the Alashan in 1924 on the return from an expedition to Koko-nor in Tibet. There was no opportunity for detailed studies at that time, but hasty examination indicated several promising areas. Since that time the few available reports of earlier explorers have been examined and definite projects mapped out.

An attempt to continue this work in 1928 resulted in an attack by brigands, before the area was reached. Mongolia itself is characteristically peaceful, but the Chinese borderlands are often in an unsettled condition. Reports now indicate that conditions along the route which it is proposed to follow are quiet.

This is the land of wandering nomads who pasture their flocks of sheep and camels on the sparse desert grass. The rainfall is less than ten inches, and wells are few and far between. It will often be necessary to carry water for drinking and other purposes of the expedition. Camels are commonly used, but they travel only at night and only ten miles a day; for the most part mules will be employed.

Geologically the map is white, and large areas are geographically unknown as well. Prejevalsky and Obruchev, two Russian explorers, visited the region sixty years ago, and most of our knowledge dates back to them.

Dr. Cressey has previous to this already travelled more than 30,000 miles in China on various expeditions. This trip will presumably be his last before his furlough is due, and thus will mark a culmination to his valuable service along this line.—N.C. Daily News.

MR. OMSBY-GORE ON JAVA.

THE GARDEN OF THE
EAST.

WHERE MALAYA HAS AN
ADVANTAGE.

SINGAPORE, May 25th.

Mr. W. G. A. Ormsby-Gore, Under-Secretary of State for the Colonies, returned to Singapore this morning after his three weeks tour in Java. Giving his impressions in the course of a special interview granted to a representative of the *Straits Times* at Government House, he said: "I had always heard Java described as the 'Garden of the East,' but I had no idea to what a high pitch of perfection agricultural development had been carried. In Java, with the exception of a few forest reserves, the whole of the land which can be cultivated is fully occupied and has been so for a very long time. To-day, there are roughly 15,000,000 acres under arable cultivation by natives, 4,000,000 under other cultivation and 2,000,000 of planted forest, namely teak; so practically the whole area of the island is being developed. The great features are the irrigation, which enables the greater part of the area to be under permanent crops all the year round, and the various scientific stations.

Scientific Stations.

"Few people realise how many scientific stations are maintained in Java, both by government and private enterprise. By far the finest is maintained entirely by one industry—the sugar industry—Passoeran, which is the finest of its kind in the world. There is a permanent staff of 50 Europeans and it costs the sugar planters over £110,000 a year, but the planters are the first to recognise that they get their money's worth.

"I also had the opportunity of visiting the Government stations and research stations maintained by the tea and rubber industries. Partly owing to the fact that a large part of the scientific work on different crops is interchangeable, they have reached a pitch of perfection which I have not noticed elsewhere. Furthermore, the European planters, both Dutch and British, are eager to consult the proof stations, as they are called, and ready to adopt the latest discoveries.

The Rubber Position.

"With regard to the future of the rubber industry in the Dutch East Indies, there can be no doubt that the abandonment of the policy of restriction in British dependencies will affect production in Dutch territory, particularly Sumatra and Borneo.

"At anything like present prices the industry in Java, where there is a plentiful supply of free labour and where, thanks to science, yields are high, will continue to be profitable, but there are already signs of a falling off in native grown rubber in Sumatra and Borneo, due to the fact that British restriction stimulated production, particularly native production, beyond the available labour for tapping.

"I am told that even European estates in East Sumatra are likely to be short of tapping labour.

"It must be remembered that Sumatra and Borneo both very largely depend upon Japanese labour and this labour is only available when economic pressure in Java stimulates emigration. This stimulus is not apparent at present as there is a record sugar crop this year and the tea and coffee industries are very active. The rice crop also is good and generally prosperity in Java is high.

"The rubber industry is not likely to extend in Java, as practically no more vacant land is available. Many of the Dutch planters in Java have always been somewhat suspicious of rubber and like to have two strings to their bow.

"In many places one finds coffee interplanted with rubber, or an estate is given half to rubber and half to coffee.

"British Malaya has one advantage over Java which is likely to be of considerable importance, namely the very short wintering period in Malaya as compared with the comparatively long dry period in Java from June to September.

"As to the general attitude of the Dutch official and unofficial community with regard to the future of rubber, I found, generally speaking, a very strong local mistrust of any form of Government control or Government interference. I found very little local support for the idea of a pool.

Education and Agriculture.

"I had the opportunity of visiting some of the educational institutions in Java and I was very much struck by the facilities given for agricultural education.

"Another department in which Java has made great strides is in hydro-electric development for power and light and also in wireless. I spoke with my wife in London from the hotel in Bandoeng and also with Mr. Amery.

(Continued on next Column).

WHAT THE KING'S LANDS YIELD.

£1,100,000 INCOME FOR THE
NATION.

RECENT-ST. VALUE.

Few estates are being more profitably developed than the hereditary domains of the Crown. From them the nation derived, during the financial year which ended on March 31st, according to the latest official figures, the record sum of £1,100,000, or exactly double the yield of 1915.

The King's lands comprise 278,000 acres, of which 108,000 are agricultural land bringing in about a pound an acre, several thousands are waste or seashore, and the rest, devoted to house and shop property—the goldmine of the Commissioners of Crown Lands, which produced last year a gross income of £1,150,000.

Woodland City.

Building on the royal lands is now proceeding at Eltham, Hainault, and Windsor. In the midst of Windsor Great Park a little woodland city of 1,200 acres is beginning to take shape, and, if it proves successful, another 2,900 acres may be devoted to it.

The greatest care being taken, of course, of the amenities. Every house will occupy at least an acre, and for every tree destroyed another must be planted. Two new golf courses just outside the park, which are being made chiefly for the future residents, will be ready for play this summer.

It is timely falling-in of London leases that has so swelled the revenue from the King's lands. The income from Regent Street has multiplied seven times since the rebuilding, namely, from £44,070 to £315,920.

Here are some increases: Crittendon group, from £1,760 a year to £4,330; Plaza Theatre block, £3,825 to £10,120; block in Regent Street, Kingley Street, and Foubert-place, £735 to £3,380. Nor has the utmost revenue from the London lands yet been reached.

When commissioners were first appointed to take charge of the royal domains in the time of George III, the total revenue was £11,000 a year.

Income Surrendered.

As is well known, it has long been the practice of monarchs on their accession to surrender the income from their lands in return for a fixed allowance from the State, though any new monarch would have a perfect constitutional right to resume the possession of his lands if he preferred this to a Civil List.

It is noteworthy that when the revenue from the lands was £11,000 King George III. had a Civil List of £723,000 (though there were charges on it from which the Civil List of to-day is free).

William IV.'s Civil List, with these charges removed from it, was £510,000, which was much greater than the sum he would have obtained from his lands; and Queen Victoria's Civil List of £238,000 was roughly the same as the income from the lands.

When King George's Civil List was fixed at £240,000, the amount at which it remains, the revenue from the Crown lands was £480,000. In a few years time the last figure will have been tripled.

HIDDEN HOARD LURE.

KRUGER MILLIONS QUEST
REVIVED.

What are known as "Kruger's Millions" are being used by two young men as a lure to persuade people in England to invest in an expedition to recover this hidden money, which, it was reported, had been secreted somewhere in North Transvaal at the time President Kruger fled from South Africa to Europe. The sum was stated to be about £11,000,000.

There has never been definite evidence to corroborate this story. The men now in London profess to know where the "millions" are buried and say they simply want a few hundred pounds to equip a recovery expedition.

They tried to get money out of a South African for this object and were quickly convinced that they were wasting their time.

"The roads are not as good as those in Malaya, but the main line of their railway is wonderful. I went from Batavia to Djoeja in an ordinary train at an average speed of 40 miles an hour for 400 miles."

Mr. Ormsby-Gore went on to say how much he had been impressed by native arts and culture. Javanese dancing, acting and music were very striking. The Buddhist monuments of the ninth and tenth centuries were especially remarkable. He had the opportunity of attending the opening of the Volksraad, which was a dignified and impressive sight.

"Altogether," he said in conclusion, "I gathered an impression of soundness of administration and progress in all activities of life which deserve the study of all students of colonial development. I found the relations between the Dutch and the British communities established in Java to be most cordial, and nothing could exceed the courtesy with which I was everywhere received."

WILLIAM FOX
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FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

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ZANE GREY'S "Wanderer of the Wasteland"

With

JACK HOLT—NOAH BEERY—BILLIE DOVE

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FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20.
Interpreter 2.30 & 7.15.

The FRONTIERSMAN



AT THE

STAR

FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. O.
WOLFE, C.M.G., CAPTAIN-SUPER-
INTENDENT OF POLICE.]

Police Training School.

The weekly classes at the Police Training School, Kowloon, will be held on Wednesday, June 6th, at 6 p.m.

Squad Drill.

All recruits of the Chinese and Indian Companies will parade at Central Police Station on Thursday, June 7th. Fall in at Central Police Station at 5.30 p.m. sharp for Squad Drill under Sergeant R. J. Hunt. Dress: Mufti.

Indian Company.

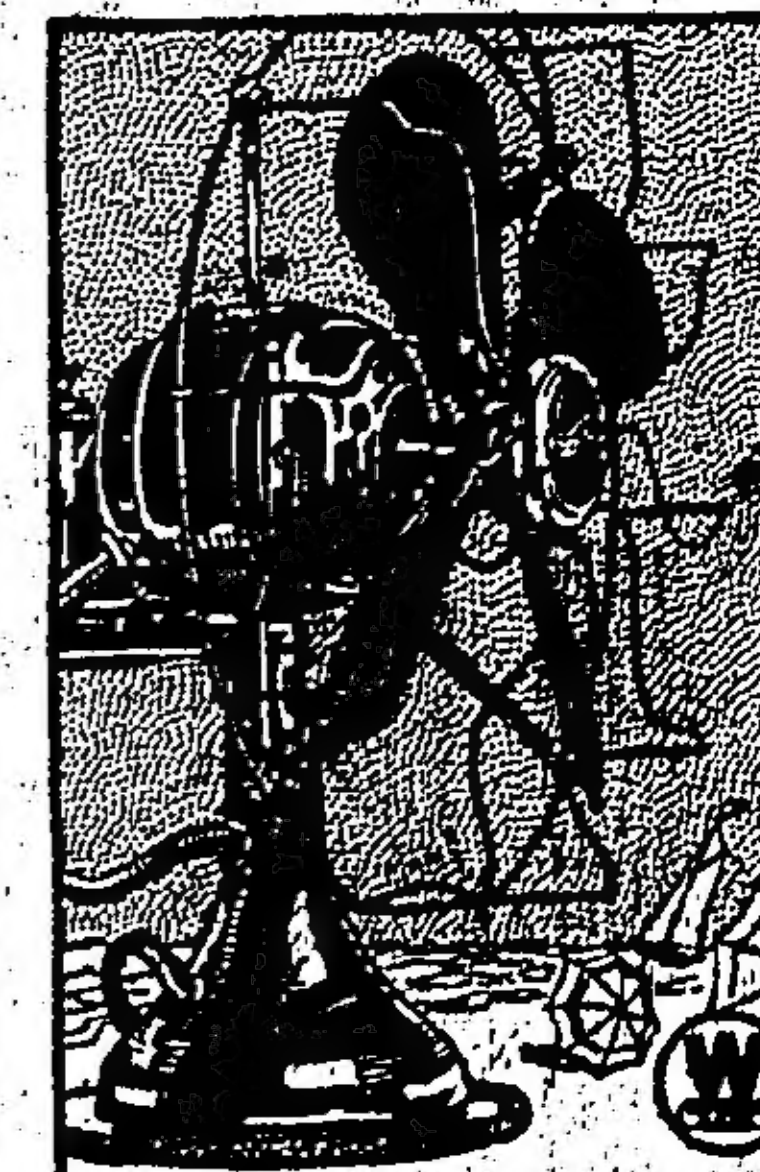
Constables R.247 U. Ismail and R.250 A. Hamid have passed their examination in Part II. of Training Courts (Police Duties and Regulations).

Flying Squad.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, June 7th. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki.

Sharpshooters' Company.

The regular bi-monthly rifle practice fixed for Sunday, June 10th, is cancelled. Revolver practice will be carried out instead at Kennedy Road range at 10 a.m. Uniform optional. Members are requested to get as much snapping practice as possible before Sunday, in both rapid and instantaneous fire. (Sgd.) W. Kerr, A.S.P., Adjutant.
Hong Kong, June 6th, 1928.



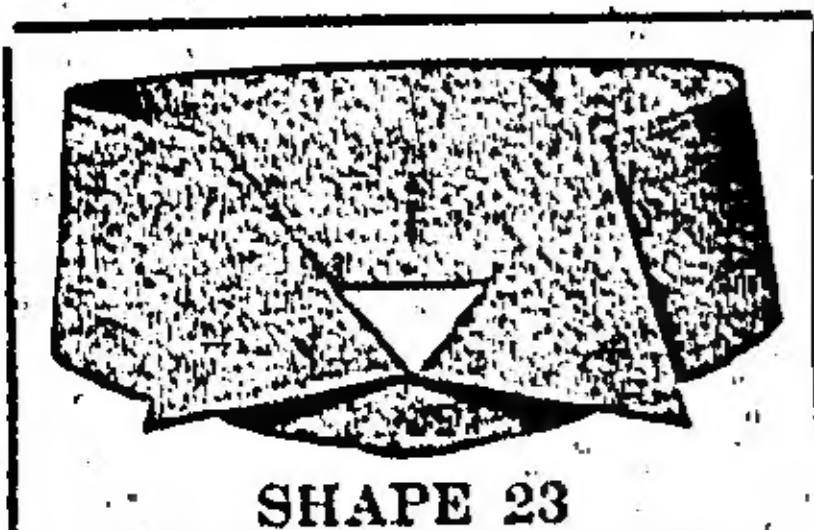
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SHAPE 23

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FIBRE BOARD CARTONS
the modern and economical containers for all classes of merchandise.

ACME STEEL STRAPS
a fast and efficient method of re-inforcing fibre boxes, crates, bales, bundles and wood-boxes.

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MEN'S SUMMER WEIGHT GOLF HOSE

Light Weight Wool Khaki Hose with turnover tops. All Sizes.

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Medium Weight Mercerised Cotton Khaki Hose. All Sizes.

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RELIABLE SUNPROOF HELMETS

PITH—Specially made by our own firm in Calcutta. Various Shapes: \$4.50 to \$6.95.

CORK HELMETS

TOWNENDS or HAWKES. \$11.50 to \$13.50.

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HONG KONG.

MAY 30th IN SHANGHAI.

A DAY WITHOUT SERIOUS INCIDENT.

MANIFESTOES BY MANY BODIES.

SHANGHAI, May 31st. The quiet and effective way in which the Municipal Police carried out the precautionary measures, designed to prevent trouble yesterday, insured the absence of all but minor disturbances.

Detectives mingled with small crowds on Nanking Road and augmented police patrols the Louisa district. Motor-cycle patrols were in evidence, both on the main roads and in the outlying districts, but they had no occasion to use force. On Nanking Road, however, shortly after 10 o'clock yesterday morning, a number of students congregated. Clenching their fists, with upraised arms, they shouted slogans and worked themselves into a frenzy. As they marched along the road, the crowd followed them. In the main they were immature students, of both sexes, and youthful shop assistants. Agitators threw huge quantities of handbills about. But in a few moments several parties of police dispersed them without resorting to force.

Kept On The Move.

After slipping into alleyways they met on other roads, and for half an hour the police went from corner to corner, dispersing them.

During the afternoon small groups, merely idlers who hoped that something might happen, were kept on the move.

In the Chinese areas, it is said that everything was quiet. In all not more than 20,000 persons were granted holiday by their employers, and it is understood that the management of Kiangnan Dock, offered their employees double pay if they would work throughout the day, which they did.

Intimidators were active in Yang-tezupoo, however, and as a result of their threats, more than 1,000 employees of the Hou Sang Cotton Mill, 22, Seoul Road, refused to go to their machines.

A few parties of students and labourers continued to inspect Japanese cargo, however, everything passing off quietly.

Flags At Half-mast.

In accordance with orders issued by the committee in charge of the observance, there was no general strike but, as stated, all flags were reduced to half mast, including those of the Customs and the Post Office, and students, Chinese police and soldiers wore crepe armbands. High officials also wore these.

In the morning there was a mass meeting in the May 30th Martyrs Memorial Cemetery in Chapei, at which speeches were delivered, literature distributed and the usual shouts. The place was heavily guarded by troops and police and there was no attempt to cause trouble.

Martial law, which had been proclaimed by General Chang Ting Fan, Mayor of Greater Shanghai, with a view to preventing evil characters from creating a disturbance, was still in force last night and it will continue until to-morrow morning. All communications were stopped and pedestrians were forbidden to be about the streets at night.

All theatres and other places of amusement were closed for the day. —N.C. Daily News.

VISIT OF JACQUES THIBAUD.

FRANCE'S FOREMOST VIOLINIST.

Jacques Thibaud who will make his bow to Hong Kong audiences on Saturday, June 16th, is France's greatest violinist and one of the foremost living musicians. His success in the East is therefore not surprising, for the fine school of French violin playing has always been admired the world over, and as an exponent of this school Thibaud is without a rival. Critics have commented on the peculiar caressing style which is unique with this artist. He bows with elegance, and his musicianship is that of a master.

Thibaud had a wonderful reception in Shanghai recently where critics were at a loss to express the admiration which they felt for his performances. Japanese audiences in Dairen, Tokyo and elsewhere have been unflinching in their praise of the French master.

Booking for Thibaud's one concert in Hong Kong has already opened at Moutrie's, and local enthusiasts are advised not to miss this one chance of hearing the eminent French artist.

WHILE HIS GUARDS SLEPT.

KIDNAPPED SHANGHAI RESIDENT ESCAPES.

GANG ROUNDED UP.

SHANGHAI, May 31st. Another gang of kidnapers were frustrated in their efforts to extract a huge ransom from a resident of the Settlement, says a Shanghai paper. The guards holding the victim fell asleep, permitting him to escape and warn the police.

The result of this escape was the appearance before the Provisional Court this morning of three men and a woman charged with kidnaping and holding to ransom for \$50,000. They appeared before Judge Liang and Deputy Stevens.

Court Inspector Mason outlined the case of the police after the Court had been cleared of all persons not directly interested in the case. At 9 a.m. on May 25th, said Inspector Mason, the complainant (whose name is withheld for obvious reasons) left his home accompanied by his mother and daughter, a chauffeur driving the car. After they had proceeded some distance along the road they were stopped by three armed men who took possession of the car, one of them taking the wheel.

After some distance further they stopped the car and compelled the mother and daughter to alight. They then put dark spectacles (pasted over with a non-transparent material to blind), on their victim and drove to a house in the Western district where they held him prisoner for 24 hours. During that time he was forced, at the point of the pistol, to write a letter to his family requesting them to hand over the sum of \$50,000 to the gang's appointed agent. He did so.

During the time he was in captivity the complainant counted as many as nine different gangsters. However, early on the morning of May 30th his guards fell asleep and he managed to slip out of the house and run to a Chinese university some distance away from where he telephoned to the police, and to his family.

House Raided.

An appointment was immediately fixed between the complainant and the police and a raid carried out upon the house from which he had just made his escape but apparently owing to the discovery of his flight the gang had practically all left, only an old woman being found in the house. She was arrested and made a statement which led to the arrest of the first male member of the gang who in turn gave information to the police which led to the arrest of the second male member. The latter was arrested when he was seen loitering in the vicinity of the house the same evening. The fourth prisoner was captured in like manner, when he was seen loitering around the house later in the evening.

All the male prisoners have since been identified by the complainant but there are still five or six members of the gang at large. For this reason the police requested an adjournment of two weeks to conduct further inquiries. Since his escape, said Inspector Mason, the complainant has received a letter and several telephone calls of a threatening nature from other members of the gang.

The case was adjourned and Detective-Sergeant Grubb had given evidence of arrest, accused being held in custody.

CHINESE CO-OPERATIVE STORE.

SHANGHAI EXPERIMENT.

The first Chinese Goods Co-operative Store is being organised at Shantung Road, Shanghai, by twenty promoters, to distribute and retail all kinds of native manufactured goods and natural products on the plan of chain department stores, says a Shanghai paper.

It has been registered at the Bureau of Agriculture, Labour and Commerce of Nanking, and its life is fixed at thirty years, but may be renewed thereafter. Membership is limited to factories only.

As the chain of stores acts merely as commission agents for its members, no capital is required. The initial expenses are to be deducted from the promoters, and are to be deducted from the commission, the rates of which vary with the nature of goods. All money transactions are to be conducted through Chinese banks, and all accounts made public periodically.

The organisation is to be run on the committee system and has three committees, Business Operations, with one chairman and two vice-chairmen selected from the promoters; Supervisory, composed of one representative of each member factory; and Advisory, composed of leaders of the government and of the business world who shall help develop the organisation and act as mediators in case of disputes.

The first store is to be established in Shanghai, and branch stores elsewhere when conditions warrant.

LIFE IN BIAS BAY.

PIRATES AND MOSQUITOES.

STORY OF A RESCUED CAPTIVE.

A vivid word picture depicting the life led by the pirates and their unfortunate captives in the Bias Bay district was told by Mr. Luk Shing San, formerly comrade of the Norwegian steamer *Soriken*. He was taken captive by pirates when that vessel was pirated on July 20th, 1927. He was the unwilling guest of the pirates for ten months and was recently rescued by Chinese troops who raided the bandits' den.

He said that Bias Bay is not only infested with pirates but with mosquitoes as well. Even the boatmen around that district are pirates in a small way, Mr. Luk stated. When he and others were taken to Bias Bay by the pirates, they had their shoes and socks taken away by the boatpeople. On getting ashore, Mr. Luk and his brothers in misfortune were led by the pirates across the mountains for miles and eventually arrived at their destination with bleeding feet. They were then chained by the legs and incarcerated in a small hut and five of the robbers, all well armed, were left to guard them.

The captors seldom talked to the captives and anything which would give a clue as to their whereabouts was assiduously kept away from the prisoners. The unfortunate captives were fed twice daily, the food was quite good, and they were even treated to a smoke occasionally. After a long time, Mr. Luk discovered that the place where they were held prisoner was called Nim-shan.

The pirate chief periodically visited the prisoners but always took the precaution of wearing a mask so that no one could identify him. On each visit the chief would get his prisoners to write letters to their families for ransom. He would use threats if his orders were not complied with. Mr. Luk was made to write for \$10,000. He did so but fortunately for him the pirate chief could not find a go-between to carry the letter to Hong Kong.

Life in Bias Bay was dull, Mr. Luk complained, and in order to lighten the monotony the pirates considerably provided their prisoners with reading matter. In the hut where they were herded, many suffered from malaria. One prisoner was very ill and as medicine was not procurable, the pirate chief advised the man to smoke opium. Large quantities of the drug were given to the sick prisoner, who smoked incessantly with the result that he has now become addicted to the drug. He was rescued at the same time as Mr. Luk.

One of the prisoners was shot because he knew too much and another bought his liberty for \$1,000. On Chinese New Year they begged the chief to free them from the shackles and this was allowed. They had one day of liberty, under guard, of course, and the chief even gave \$200 to a bandit to purchase clothes for the prisoners, but this man took the money and lost it all gambling.

The pirates never stayed long in one place but travelled about like syces.

On May 10th a body of soldiers from Canton rescued the prisoners. They arrived at four o'clock in the morning, and quietly captured one bandit guard and killed the other. The soldiers rescued all the prisoners and took them back to the coast sending them by launch to Taipo, from whence Mr. Luk returned to the Colony.

Mr. Luk said that the 18th Division of the Fifth Army is now quartered in Tamshuibai, Bias Bay.

SAIGON RICE MARKET.

DROP IN PRICES.

The Compagnie de Commerce et de Navigation d'Extreme-Orient in their report on the rice market dated Saigon, May 30th, state: Demand all round is very quiet and the prices have dropped considerably for rice as well as for broken rice. Practically no change to report concerning the rice meal. Sellers are holding off on account of the small quantity of milling contracts booked for the next few months.

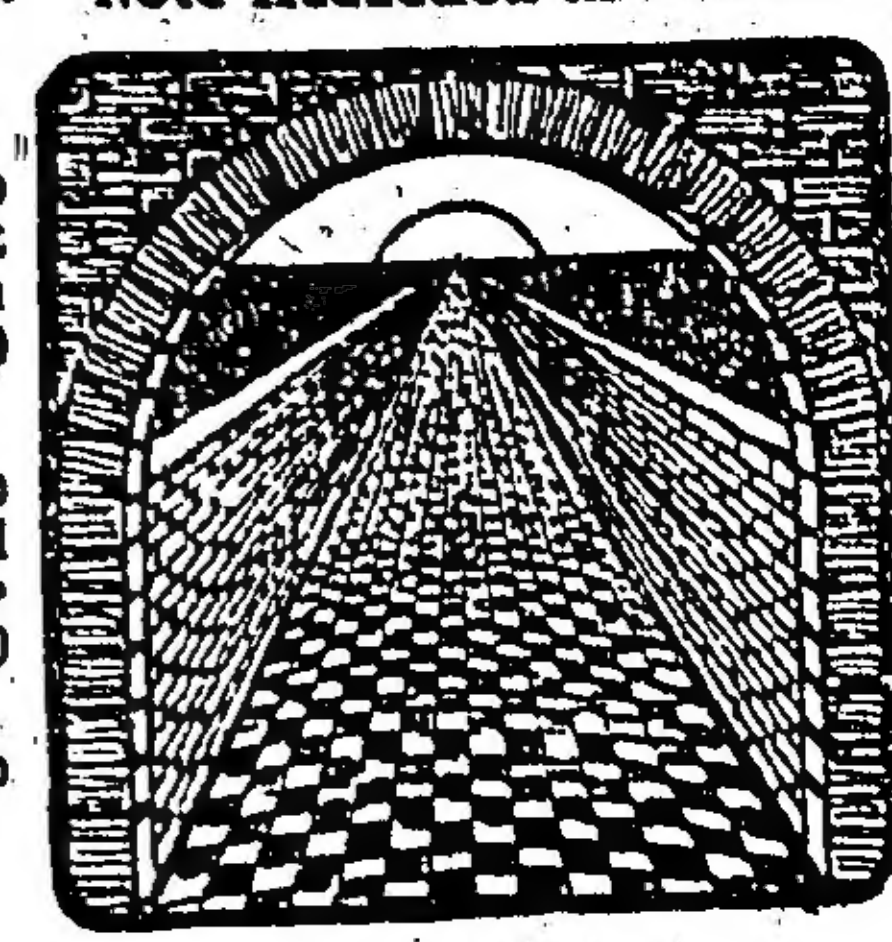
The total amount of rice exported from January 1st to May 15th, 1928, is 715,311,160 tons against 679,011,564 tons in 1927.

We quote to-day white Saigon rice No. 1 2 3/4 broken round grain: Hong Kong \$2.40 per picul of 134 lbs. f.o.b. Saigon; \$2.10/8 per cwt. f.o.b. Saigon; yen 6.65 per picul of 134 lbs. f.o.b. Saigon. White Saigon rice No. 2 sifted Japan quality: Hong Kong \$2.60 per picul of 134 lbs. f.o.b. Saigon; \$2.09/8 per cwt. f.o.b. Saigon; yen 6.80 per picul of 134 lbs. f.o.b. Saigon. For June-July shipment.

KAIPING HOUSEHOLD COAL

Note Reduction in Prices.

In Lots of not less than 1-ton—
Delivered to Peak District (above Bowen Road), \$24.00 per ton.
Delivered to Bowen Road and Lower Levels, \$22.00 per ton.
Delivered to Kowloon, \$20.00 per ton.



Orders should be sent in writing not by telephone at least 24 hours before the Coal is required.
All orders must be accompanied by Cash, Cheque, or Compro Order payable to The Kailan Mining Administration.

For Price Apply to

THE KAILAN MINING ADMINISTRATION
BODWELL & CO., LTD., Agents, Hong Kong.

SINGAPORE OBITUARY.

THREE WELL KNOWN RESIDENTS.

SINGAPORE, May 29th.

The death occurred on board the *Africa* off Colombo, of Mr. James Aitken, the doyen of the Singapore Bar.

Mr. Aitken was on his way home after an unbroken period of work here since the war and was not in the best of health when he sailed. Born in Melbourne on July 13th, 1908, Mr. Aitken came to Malaya as a boy. He was called to the Bar in January, 1891 and for some time he was with the late Mr. S. R. Groom, subsequently acting, for a year, as Official Assignee and Registrar of Deeds.

Mr. Aitken leaves a widow and also sisters in Singapore, Edinburgh and British Columbia.

Mr. Abraham Frankel.

Mr. Abraham Frankel, one of the oldest residents of Singapore and a leading member of the Jewish community, died at 12.30 p.m. on Saturday at the age of 74.

Mr. Frankel's connection with Singapore dates forty-four years back, when he came from Russia and settled here. He started the firm of Frankel and Sons, now known as Frankel Brothers, and was also a large property owner, particularly in the neighbourhood of Siglap.

Mr. Charles Kitts.

We also have to record the death of Mr. Charles Kitts, at the age of 57, after a long illness.

Mr. Kitts was a well-known member of the theatrical profession. To present-day residents of Singapore, he was known only as the organiser of several amateur productions at the Victoria Theatre, but in his day he was a successful London actor whose talent was generally recognised. He came to Singapore with Mrs. Kitts in 1910 in a revue company called *The Cameos*. Afterwards they organised a school of dancing and they have resided in Singapore, with intervals of holiday at home, since. The amateur productions in which they appeared in recent years showed both Mr. and Mrs. Kitts to be accomplished members of the profession.

FALLACIES OF 1928.

IS A SQUARE JAW A SIGN OF WILL POWER?

What are the most popular and persistent fallacies of the average educated man and woman of to-day?

A professor at a New York university has declared, after submitting them in the form of questions to several hundred men and women, that they may be summarised as follows:

1.—Red-headed persons always have quick tempers.

2.—All Scotsmen are penurious and all Chinese smoke opium.

3.—A square jaw is a sign of will power.

4.—A high forehead indicates a superior intelligence.

5.—Shaving makes the hair grow faster.

6.—It is virtually committing suicide to eat an ice after lobster.

7.—The liquid contained in the centre of many golf-balls will cause immediate total blindness.

8.—Brown shoes are cooler for summer wear than black.

9.—Long slender hands indicate an artistic temperament.

10.—An expectant mother can determine the character of her child by concentrating her mind on a given subject.

11.—Conscience is an infallible guide to conduct.

12.—One hour's sleep before midnight is worth two after.

13.—Lightning never strikes twice in the same place.

14.—The marriage of cousins inevitably results in weak-minded children.

15.—If your ears burn it is a sign that some one is talking about you.

16.—There is "something in" astrology.

17.—Dew falls.

The professor declares that every one of these statements is unfalsifiedly false.

BANDITS IN THE SILK DISTRICT.

FORTY THOUSAND DOLLAR HAVY NEAR CHANGCHOW.

SHANGHAI, June 1st.

Ever-alive—to opportunities, bandits have not been asleep in the district surrounding Changchow, and news has lately been received in Shanghai that \$40,000 has been stolen by them.

For the past few weeks hundreds of thousands of dollars, in banknotes and in silver, have been sent away into the country for the purchase of silk-worm cocoons, and one "silk man" here expressed surprise that bandit raids of this kind did not happen oftener. Last year apparently much money was lost in this way in the Chekiang districts. This time, however, there has been no trouble there, but instead \$40,000 has been taken from the dealers sent to Changchow.

Soldiers And Police Outnumbered.

The robbery took place about last Friday, and, as far as can be ascertained, between 20 and 30 armed robbers, or bandits took part in the raid. The district chosen for the raid has two small stations, about three miles apart, where the selling is carried on, and these are guarded by a few soldiers and police. The latter, however, were soon outnumbered by the bandits and, after putting up a stiff resistance were finally overpowered, and the bandits retired to their fastnesses with the loot. During the fracas two Chinese farmers were seriously wounded, and in all there were four casualties, four wounded and one killed, the last mentioned being a farmer who died as a result of bullet wounds he received during the fighting.

The \$40,000 belonged all to Chinese dealers, and about three-quarters of the total amount was covered by insurance.

This year, too, reports have reached Shanghai that farmers with cocoons to sell in the regions round Kiangyang, formerly a station, have now to take all their goods to Wush for sale, as it is considered unsafe to take the banknotes and silver so far into the country. —N.C. Daily News.

MILITARY TRAINING FOR SHANGHAI STUDENTS.

NOW INCLUDED IN CURRICULA.

The compulsory military training programme decided upon by the General Students Union has been generally included in the curricula of most Chinese schools in Shanghai. It is estimated that so far over 20,000 students have been enrolled in the student army corps, and, in order to enforce proper supervision over them, the Union has sent out circular invitations to all the important military and political organizations to send delegates to a conference to be held shortly to discuss the problems of direction and supervision.

Merchant guilds and unions have been active in the inspection of stocks of Japanese goods held by local dealers, and special attention has been devoted to candy and sugar stores. Fudan University students, in groups, have been acting in concert with the labour unions in the inspection of Japanese goods on Shanghai and Wosung wharves.

The Merchants Federation of Greater Shanghai has sent a telegram to the Bureau of Public Safety at Changchow urging the Bureau to take strict measures in punishing the local candy dealers who assaulted the students of inspection parties last week, and a letter of consolation and encouragement was also sent to the Students Union in that city. —N.C. Daily News.

CANTON TRADE DEPRESSION.**AFTERMATH OF COMMUNIST UPRISAL.****EXODUS OF WEALTHY PEOPLE.****FOREIGN AND CHINESE FIRMS BOTH SUFFER.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 5th.

Business in Canton is very slack. The volume of business transacted by local merchants has fallen by one third to two thirds as compared with that done last year. This slump is general and not confined to any one line. Some of course are more hard hit than others and many stores have been closed down. Our representative was told that of the six butcher shops situated side by side in Sai Moon, or the West Gate of Canton, three have been closed. Formerly, the amount of business done by these six meat dealers had been more than 800 per day. Now the combined sales of the three still carrying on are about \$20 or \$25 a day. Usually at this time the soda foundry stores are doing big business, but this year the business has dwindled from 30 to 60 per cent of what it was.

The reason for the slump, Mr. Li Pai Lin, a prominent merchant of Wing Hon, said to our representative, is that a good percentage of the better-off people have left Canton. "Business has been bad ever since the Communist holocaust of December last," he said. "After that terrible disaster," he continued, "people began to leave the city. This has especially been true of the wealthier class. Those who are remaining in Canton are comparatively poor and have not the buying power to keep business going. The fact that there are so many vacant apartments, houses and stores waiting to be rented shows that a good many people must have gone."

Last year there were three moving picture theatres in Wing Hon Road, all doing flourishing business. Now there are only two. Even these, our representative was told, are not doing sufficient business to keep them going profitably. The cafes and restaurants are also quiet.

Not only Chinese business, but many foreign firms on Shamen and in Canton are more or less in the same condition and several foreign firms on Shamen have already closed.

SAVINGS BANK PROJECT.**FOR FOUR SOUTHERN PROVINCES.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 5th.

In order to promote home industries the Kwangtung, Kwangsi, Hunan and Kweichow provinces are establishing in Canton a commercial and savings bank. The scheme was first conceived by Marshal Li Tsi Hsin who, in conference with representatives of Kwangsi, Hunan, and Kweichow, urged the need for such an institution. The representatives of these provinces again conferred with Marshal Li yesterday afternoon at the headquarters of the 6th Military Route. The Marshal again stressed the need for the bank, stating that its foundation would be a great step towards the promotion of the home industries of these four provinces. The economic life of these provinces is very closely related and interdependent. Everything should, the representatives agreed, be done to promote closer relationship, especially in trade and industry. The establishment of such a financial institution should be a step in the right direction. The name of the bank is to be the Hing Ip Bank which means the Bank for the Promotion of Industries. Its primary aim according to the Marshal, is to promote trade and industries of these provinces by advancing money to merchants and manufacturers. The bank will be heavily capitalized.

KOWLOON-CANTON RAILWAY.**FULL DETAILS OF THE ACCIDENT.****PASSENGERS UNPLEASANT ORDEAL.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 5th.

The 3.30 p.m. fast train from Canton yesterday left the track near Shekhan Station at 3.40. No one was injured, but the engine sank deeply into the muddy road alongside the track. The first few coaches were also dragged off the track by the engine, and the track was completely blocked. No reason has been advanced for the mishap. Some maintain that the accident was due to the bad condition of the permanent way while others declare that it was due to the work of outlaws. But according to an official of the Railway, with whom our representative had an interview, no handiwork was near and no one was robbed or kidnapped. "He is of the opinion that the bad condition of the track, which the rainy weather has not improved, was the cause of the accident. Certainly it was not due to the way the train was running, as it was travelling quite slowly at the time."

After the accident had occurred one of the guards at once rushed to Shekhan station and told the master to phone to the Head Office in Canton for help. The Head Office immediately despatched a group of engineers and workmen equipped with the necessary equipment for clearing the line and salvaging the damaged stock. The gang worked nearly till midnight. Meanwhile the fast train from Kowloon was approaching Shekhan but stopped near the scene of accident the signal being against it. The up train had to wait until nearly midnight before it could proceed to Canton.

The passengers were, of course, very much upset both by the accident and by the long wait. Their apprehension became all the greater when they recalled that that locality was infested by bandits. Happily their fears proved groundless and all of them have reached their destinations safely.

According to a passenger from Hong Kong, the wrecked train was considerably damaged. Every coach was off the track, except the last one. The up train did not proceed to Canton but returned to Kowloon from Shekhan, carrying all the passengers and luggage on the wrecked train. The passengers from Hong Kong had boarded the only undamaged coach of the wrecked train. The night was dark and rainy and it was anxious waiting until a train from Canton arrived in Shekhan to take them the rest of the journey. Then it was found that the boiler had not got enough water to make the return trip. So another engine was ordered from Canton, which pulled in the train, and the "dud" engine. The passengers did not get to Canton until half past one this morning.

THE KING'S BIRTHDAY.**FELICITATIONS FROM MACAO.**

H.E. the Officer Administering the Government received the following message from His Excellency the Governor of Macao:

"I have instructed the Portuguese Consul to greet Your Excellency in my name and this Colony's on the occasion your King's Birthday expressing best wishes for His Majesty's health and that of the Royal Family as well as prosperity to the British nation."

TAMAGNINI.
The following reply was sent from Governor, Hong Kong, to Governor, Macao.

"I deeply appreciate the kindness of Your Excellency's telegram of good wishes on your own behalf and that of the Colony of Macao for the health of His Majesty the King and the Royal Family and for the prosperity of the British nation. I fully reciprocate Your Excellency's good wishes and trust that under Your Excellency's able guidance the Colony of Macao may continue to prosper, and that the ties of friendship between Hong Kong and Macao may bind these colonies ever more firmly together."

SOUTHERN.

ALLEGED ILLEGAL DETENTION.**SERIOUS CHARGES AGAINST CHINESE.****TREATMENT OF AN ALLEGED DEFAULTING CLERK.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 5th.

Serious charges were brought yesterday against an auditor of the Hang Lee Passenger Towboat Company, of 59, Connaught Road Central, and two other Chinese described as watchmen, in connection with the alleged illegal detention of a man named Mau Yat Chuen. The case was heard before Major C. Willson at the Central Magistracy yesterday morning.

C.D.I. Murphy said that Mau Yat Chuen was wanted by the police for alleged fraud in 1923. Two warrants were issued and subsequently a reward of \$1,000 was offered for his arrest, but he was not found.

About a week ago, Mau Yat Chuen was arrested in Heungshan on the charges contained in the Hong Kong warrants. After being detained some days he agreed to come to Hong Kong to go into the question of the defalcations and to square up the money which he is alleged to have taken.

Mau Yat Chuen alleged that he was made a prisoner on a Shekhi boat and brought to Hong Kong locked inside a cabin. On the arrival of the ferry boat in Hong Kong, he was taken to the premises of the Hang Lee Passenger Towboat Company where he was detained for six or seven days with the two watchmen keeping guard. He was never allowed outside and was kept busy making up accounts. At one time he was forced to sign a deed and C.D.I. Murphy mentioned that there were charges arising out of that.

Mau Yat Chuen knew that there was a warrant out for his arrest and he was, therefore, afraid to attempt to call in the police. By some means the captive communicated with friends and as the result of a telegram received by Messrs. Lee and Russ, which was handed over to the police, C.D.I. Murphy said that he traced the warrants and visited No. 59, Connaught Road Central, where he arrested Mau Yat Chuen. He also arrested the three other men and seized certain books.

The charges against Wong Fu Ting, the auditor of the firm, were that between May 28th and June 4th he induced Mau Yat Chuen to sign a paper with intent to defraud; that he detained Mau against his will at 59, Connaught Road Central, with intent to procure a ransom, and that he was a party in compounding a felony. The two watchmen were charged with being concerned in the unlawful detention of Mau Yat Chuen.

The three defendants, who were not legally represented, pleaded not guilty and an application by C.D.I. Murphy for a week's adjournment was granted.

The Charge Against Mau Yat Chuen.

Mau Yat Chuen was also charged with defrauding the Lee Kee firm by whom he was employed as a clerk of \$1,198.16 in March, 1923. Another charge of fraud against him was in respect of the Kwong Cheuk Lau firm involving a sum of \$236.54 and two other sums of \$245.88 and \$194.65.

Mr. F. H. Loseby appeared for the defendant and entered a plea of not guilty.

C.D.I. Murphy mentioned that the complainant who secured the issue of the warrants was not present in Court and he asked his Worship to substitute the name of the Captain Superintendent of Police as complainant in the case for the time being. He also asked for a week's adjournment.

Mr. Loseby submitted that it was not fair to detain the prisoner when the complainant in the case absconded as soon as he heard of the prisoner's arrest.

In granting a week's adjournment with bail of \$5,000, which was half the amount mentioned in the warrant, his Worship told Mr. Loseby he would be prepared to consider any application arising out of fresh developments before the next hearing.

THE INFANTS' MORTGAGE CASE.**TO GO BEFORE PRIVY COUNCIL.****QUESTIONS OF COSTS AND SECURITY.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 5th.

What has now come to be known as the "Infants Mortgage Case" is to go before the Judicial Committee of the Privy Council. It concerns two brothers under the age of 21 years who mortgaged their property for \$400,000 and who sought to get the mortgage set aside on the ground that they were under age at the time that they did this deal and that they signed the documents without knowing what they were doing.

It will be remembered that at the original trial Mr. Justice J. R. Wood decided against the two brothers. They appealed and the judgment of the lower Court was reversed. The Chief Justice, Sir Henry Gollan, held that the two brothers did not represent themselves to be 21 years of age. All they had said was that they were of "full age." Such an expression in the mouth of a Chinese youth, he said, was ambiguous. Sir Peter Grain, of the British Supreme Court, Shanghai, shared the same view. Mr. Justice Wood, however, held to his previous decision, maintaining that the two young men knew what they were doing and that there was a suspicion of fraud in the transaction.

Before the Full Court yesterday afternoon, Mr. F. C. Jenkin, instructed by Messrs. Johnson, Stokes & Master, made an application on behalf of the respondents for the case to go before the Judicial Committee of the Privy Council.

The respondents who are now the appellants are Li Koon Chun and Wing Fyt Shing, of No. 81, Wing Lok Street, and Kan Tong Po, chief manager of the Bank of East Asia. The respondents who were the appellants in the appeal are Loo Kwong Lam and Loo Kwong Hin, of 87, Canine Road. They have since attained majority. They were represented by Mr. H. G. Sheldon, instructed by Messrs. G. K. Hall, Brutton & Co.

Terms of A Stay Of Execution.

In applying for leave for appeal to the Privy Council, Mr. Jenkin said that a petition had already been filed in accordance with the rules. It was a lengthy document and the truth of it was vouched for by Mr. Watson under oath.

It remained for him, Mr. Jenkin said, to request the Court to impose the terms (under powers vested upon his Lordship by the Privy Council) of a stay in the execution of the judgment as a whole, the appellants, of course, having to give security.

The Chief Justice: What security do you suggest, Mr. Jenkin.

Mr. Jenkin: I think the practice is that we should go before the Registrar who will decide as to the security. Of course, in this case all the appellants have to do is to assign the property. As to security for costs, I am asking that we do not pay costs now. That the judgment should not be executed in any shape or form and that we give ample security for due payment of costs if we are so ordered to do by the Privy Council and that we will give such security the Registrar may order.

Respondents Terms.

Mr. Sheldon said that he would ask for an order from the Court or from the Registrar that the security given should be in such a form that it could be registered against the property in dispute. It would have to be something in the form of an order prohibiting appellants from dealing with the property and further that the appellants should pay into the Court a sum of money representing interest on the sum which the appellants would have had to pay under the appeal judgment.

Mr. Sheldon then went on to explain that when the present appellants entered into possession of the property the income was \$3,100 a month and of that sum the respondents would be entitled to one-third—about \$1,000—from the time that they entered into possession. The order given by the Full Court was that they should be regarded as trustees.

His Lordship said that he could not remember a case where an order was made for security for interest.

Mr. Jenkin pointed out that his clients were not in possession. It was the second mortgagee who is in possession.

His Lordship said that he agreed with Mr. Sheldon with regard to security for costs and for something in the nature of a prohibitive order only. He asked Mr. Jenkin to give view on the matter.

(Continued on next Column).

ROUND THE POLICE COURTS.**CAT BURGLAR CAUGHT.****HAWKER'S TENTH CONVICTION.**

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 5th.

A Chinese hawker, with a record of nine previous convictions against him for failing to take out a licence, was charged before Lieut. Col. F. Eaves, D.S.O., at the Central Magistracy.

The defendant advanced the excuse that he was too weak to do any work of a strenuous nature, and in addition he had a sore foot. The Magistrate remarked that the defendant should have had it attended to at the Hospital, and in view of the fact that he had had so many previous convictions of a similar nature, a heavy fine of \$25 was imposed, one month's imprisonment to be served in default. With a final comment, the Magistrate added, "I can do nothing for men like you."

A NIGHT TIME CHASE.

A Chinese was charged before Mr. W. Schofield at the Kowloon Magistracy with larceny of clothing from several houses in Lai-chai-kok. The defendant was also charged alternatively with receiving stolen property.

He pleaded guilty to the first charge.

It was stated by Sgt. Brittain, that by a mere chance an electric torch was flashed into a house in Lai-chai-kok which had been damaged by fire. The defendant was seen examining a quantity of clothing. On the police officer entering the house the defendant ran out by the back door and climbed the drain pipe to the roof of the house. The detective followed him, but the defendant descended by another drain pipe. However, a constable happened to be in the vicinity and arrested the defendant.

It was stated that the defendant was sentenced to six weeks' hard labour in March this year for receiving stolen property. A sentence of five months' hard labour was imposed on the two charges.

THEFT ON THE S.S. "ST. ALBANS."

A Chinese who pleaded guilty to the charge of stealing several personal belongings of Mr. R. D. Crossman, wireless operator of the s.s. St. Albans, was sentenced to six weeks' hard labour by the Magistrate, Mr. W. Schofield.

It was stated that the defendant was arrested when leaving the Kowloon Godowns with the stolen articles in his possession.

SCUFFLE WITH RICKSHA COOLIE.

The case against a ricksha coolie who is charged with larceny of \$18 from a seaman of H.M.S. Tamar in Nathan Road had to be adjourned owing to the defendant being still in hospital suffering from injuries which he received in a struggle with the complainant.

Mr. Jenkin: Until we go into possession we have no right to the rents, therefore, we have no liability. The judgment on appeal does not call upon us to pay over to them the interim rents and income because we never had them. If your Lordship made an order now to that effect it would be tantamount to giving judgment against us for income which we never had. His Lordship agreed and said that Mr. Jenkin's clients were not asked to pay.

Mr. Sheldon then asked for an order to the effect that Mr. Jenkin should supply him with an account for the income and expenditure from the property from time to time. He said that these statements might eventually facilitate matters.

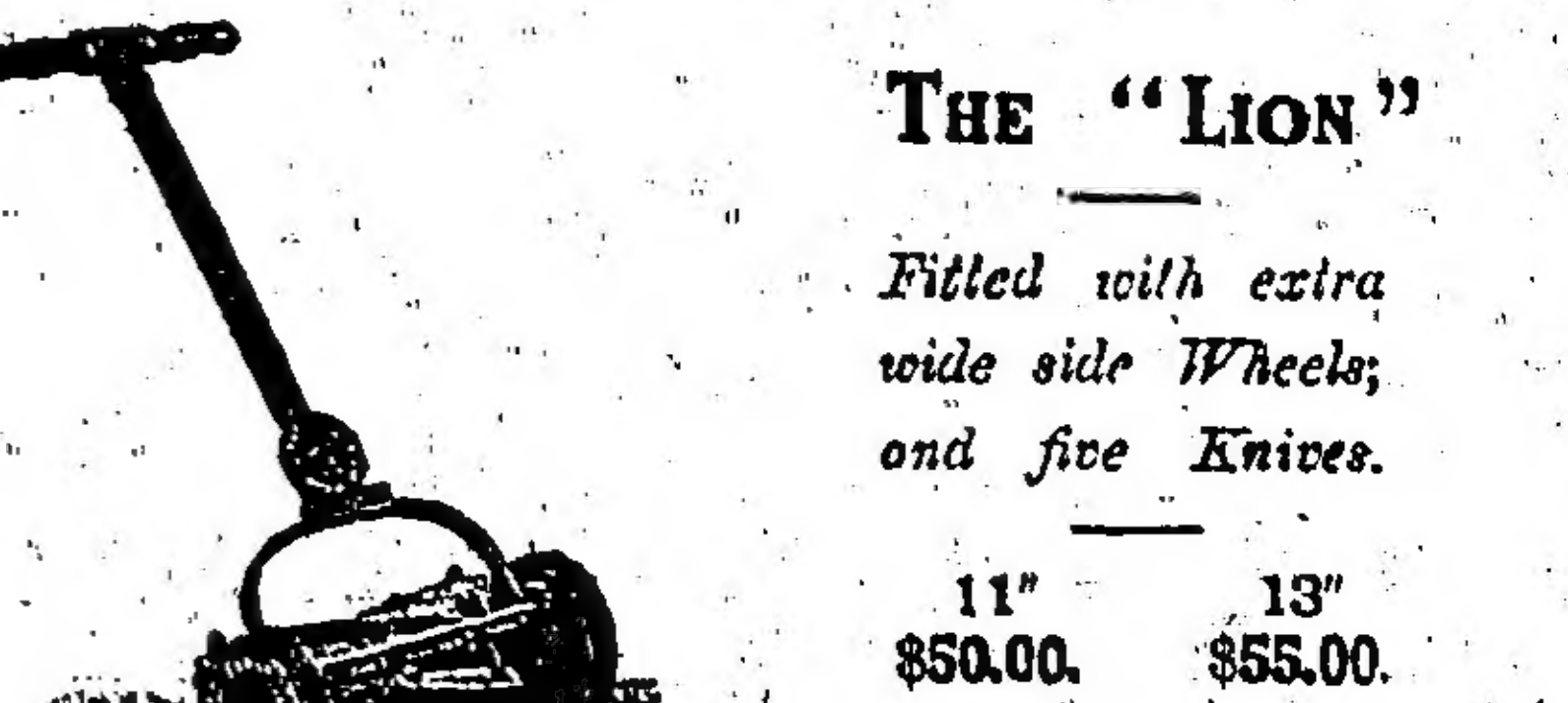
Mr. Jenkin replied that they had been sending these statements to Mr. Strellett (for the "infants") from time to time, but he was not obliged to do so, he would therefore object to an order being made. He, however, promised to continue sending the statements as heretofore.

His Lordship told Mr. Sheldon that he could not make this order as to have the statements prepared from time to time might entail expense and this expense would be lost to the estate if the present appeal to the Privy Council succeeded.

Registrar To Fix Security.

His Lordship in granting the application ordered that security for costs be given as decided by the Registrar. An order was also made that judgment on the last appeal would not be carried out, and that a lien would be placed on the property.

Mr. Jenkin pointed out that the security for costs according to law laid down could not be more than \$5,000. It was really a secured cost for the appeal to the Privy Council, which would be completed within three months.

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A book intended for Warehousemen, Textile Students, and others interested in the Cotton Trade.

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Selections from Speeches and Addresses delivered between 1906 and 1927.

SHANGHAI STORIES. By MEMBERS OF THE SHORT STORY CLUB, SHANGHAI. \$3.50

It is hoped that these stories will help to dispel the delusions and possibly some of the illusions held abroad about China.

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An anthology of lyrics of happiness and excitement drawn chiefly from the works of living poets.

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REPORTED DEATH OF CHANG TSO LIN.

JAPANESE RUMOURS DENIED.

PAN FU AMONG THE CASUALTIES.

PRESERVING THE PEACE OF PEKING.

A Japanese press report from Mukden, for which no confirmation can be found, says that Marshal Chang Tso Lin has died from the injuries received in the blowing up of his train, but that the news of his death has been kept secret. This report is strenuously denied by the Chinese papers, who, however, admit that the name of the Prime Minister, Pan Fu, must be added to the list of notable deaths.

Requests have been forwarded to Yen Shih Shan, Chiang Kai Shek, and Feng Yu Hsiang, both by the Diplomatic Representatives of the Foreign Powers in Peking, and also by the Committee of Public Safety. The requests put forward by the two bodies are almost identical.

After pointing out that the Northern General Pao Yu Lin's brigade had been retained in the city to supplement the police force, the two telegrams request that provision shall be made for General Pao's withdrawal in peace, when the Southerners are prepared to take over the city.

Chi Hsieh Yuen, late Tupan of Kiangsu, is supposed to have obtained command of 70,000 of the troops of Sun Chuan Fang and Chang Tsung Chang by bribery, and to have blown up the railway bridge at Yangtsun. As a result, Chang Hsueh-Liang is completely cut off from Mukden.

CHANG TSO LIN DEAD?

[THROUGH REUTER'S AGENCY.]

Tokyo, June 5th, 2.46 p.m.

The Mukden correspondent of the Jiji says that Marshal Chang Tso Lin has died, though his death is being kept secret. The report cannot be confirmed.

REPORT CONTRADICTED?

(Wah Tsai Yat Pao.)

SHANGHAI, June 5th.

It is announced that the report of the death of Marshal Chang Tso Lin is untrue. Mr. Pan Fu is reported dead.

CHINESE ACCOUNT.

(Wah Tsai Yat Pao.)

SHANGHAI, June 5th.

As a result of the recent bombing incident during Marshal Chang Tso Lin's journey to Mukden, Marshal Chang has suffered injury to his nose. He is now undergoing medical treatment in hospital. General Wu Chun Seng, Tupan of Heilungkiang, has died from severe wounds. In view of the fact that this incident took place within the area under Japanese military protection, the Japanese Minister will issue a statement explaining the circumstances under which the incident occurred.

Marshal Chang's military headquarters will be transferred to Fengtien. A field headquarters will be established at Lunghow. General Pei Chung Hsi has arrived at Shihchiacheng this morning.

OLD HEILUNGKIANG GOVERNOR DIES.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 5th.

A delayed message from Reuter's correspondent at Mukden states that the train was passing along the railway to the North of Mukden when a terrible explosion occurred.

It wrecked both the train and the overhead bridge, but full details are lacking.

It is reported that Marshal Chang Tso Lin was injured in the shoulder and that one of his sons was wounded in the arm. The Minister of Industry was also injured.

General Wu Chun Seng, the aged Governor of Heilungkiang, received such a shock that his condition is regarded as hopeless.

Wu Chun Seng Dead.

Tokyo, June 5th.

A Japanese report from Mukden states that General Wu Chun Seng has died as the result of the bomb outrage. His death has been kept a secret, lest it should disturb his troops at Heilungkiang.

The Japanese message also adds that Marshal Chang Tso Lin was more badly hurt than was at first reported, and that his condition is serious.

LEADERS LEAVE FOR MUKDEN.

(Wah Tsai Yat Pao.)

SHANGHAI, June 5th.

Chang Hsueh-Liang, Sun Chuan Fang, Chang Tsung Chang, and Yang Yu Ting left Peking yesterday morning for Mukden.

Before their departure, they transferred the responsibility of maintaining order of Peking to the elder leaders, including Mr. Wang Shi Chien.

REQUEST FROM THE POWERS.

[THROUGH REUTER'S AGENCY.]

PEKING, June 5th.

Oudendijk, on behalf of the Diplomatic Corps, last evening, wired to Tan Yen Kai at the Foreign Office at Nanking as follows: "I shall be greatly obliged if Your Excellency will kindly transmit by wire the following telegram to Yen Shih Shan, Chiang Kai Shek and Feng Yu Hsiang:

"The Diplomatic Representatives of the Foreign Powers have the honour to draw the attention of the commanders of Chinese armies approaching Peking to the fact that an interim period may occur in which the population of this city may remain without protection. They have learned that General Pao of the Fengtien army is staying at present in Peking with the sole object of maintaining peace and order at the request of the Committee of Elder Statesmen.

"Without desiring to interfere in the least in any military movements in China, the Representatives of the Powers, having in view only the safety of foreign residents as well as the population in general, would feel exceedingly gratified if the armies commanded by Your Excellencies would leave General Pao's force in Peking till the protection of the city can be taken over by incoming troops, with some arrangement, whereby provision could be made for General Pao's men peacefully to withdraw."

IN PEKING.

[THROUGH REUTER'S AGENCY.]

PEKING, June 5th.

The Committee of Public Safety has telegraphed to Tan Yen Kai, Yen Shih Shan, Chiang Kai Shek and Feng Yu Hsiang in similar terms to the telegram from the Diplomatic Body. The telegram explains that Pao Yu Lin's brigade has been retained in Peking as it is feared that the Peking police are insufficient to maintain order in the event of trouble from deserters. The Committee hopes that General Pao's troops will be peacefully replaced when the Southerners arrive.

Peking at present is quite quiet, and life everywhere is proceeding as usual. There have been one or two reports of looting by individual soldiers, which have been instantly suppressed by the police, who have shot two looters.

It is reported that after the departure of Yang Yu Ting and Chang Hsueh-Liang, railway bridges at Changchun and Fengtai were blown up.

The advance guards of Shanai troops from the Western Hills are reported to have reached the Summer Palace, 1.5 miles from Peking.

RETREAT TO MUKDEN CUT.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 5th.

It is alleged that as a result of intrigues with Yen Shih Shan and Chiang Kai Shek, Marshal Chi Hsieh Yuen on behalf of the "Chihli Party" has taken over the command of 70,000 Chihli and Shantung troops, by bribing the subordinates of Sun Chuan Fang and Chang Tsung Chang.

The first outcome has been that 20,000 of Sun Chuan Fang's troops have blown up a railway bridge at Yangtsun, 18 miles north-west of Tientsin, and have held up the withdrawal of the 3rd and 4th Fengtien Army Corps from Changchun to Mukden.

Chang Hsueh-Liang, who left Peking with his staff yesterday evening, is endeavouring to negotiate a peaceful passage, but the outcome of the negotiations is at present unknown.

Meanwhile the Nationalist army is reported to be advancing, and to have cut the Peking-Mukden Railway between Tientsin and Taku, ensuring the cutting off of the Fengtienese even if they succeed in passing Yangtsun.

"TIMES" VIEW OF JAPAN. [THROUGH REUTER'S AGENCY.]

LONDON, June 5th.

The strange interlude around Peking reflects the influence of strongly renewed Japanese activity in North China, and is felt equally by Northerners and Southerners, declares the Times.

The Japanese, in asserting their absolute neutrality, realise that their intervention for the protection of their nationals at Tientsin may have delayed the Nationalist advance. To counterbalance this they have insisted on an orderly retirement of Chang Tso Lin from Peking. Thus the Japanese Government has declared itself involuntarily, perhaps almost by force of circumstances—the most powerful arbiter of the issues of the Chinese Civil War. The mere evidence that the Japanese are capable of acting decisively for their protection of their interests has sobered all combatants.

Japan for the moment bears the greatest responsibility, which can only be effectively exercised if fully shared on agreed principles by all the Powers directly interested in China.

"SOUTHERN CROSS" FLIGHT.

FLIERS STONE DEAF.

WIND, RAIN, THUNDER AND LIGHTNING.

[THROUGH REUTER'S AGENCY.]

SUVA, June 5th.

There has been the most tense excitement over the arrival of the Southern Cross. The Legislative Council was closed for the occasion.

The machine made a beautiful landing, but the fliers, who were all stone deaf, were obviously in need of sleep.

They appeared very pleased with the flight, but Kingsford Smith declared that he never wished to fly through such weather again.

The machine was flown throughout the night without a hitch, through wind, rain, thunder and lightning. The machine will now refuel prior to continuing the flight to Australia.

The Flight.

WELLINGTON, June 4th.

A wireless message has been picked up from the "Southern Cross." It showed that at 12.35 a.m. this morning, the Australian airmen, who are making the long 3,000 miles hop from Haui, Sandwich Islands, to Suva, Fiji Islands, were then over the Phoenix group.

The news indicates that the "Southern Cross" had completed more than two-thirds of its journey.

Now In Fiji.

SUVA, June 4th.

The "Southern Cross" has arrived here.

ENTERING PEKING.

(Wah Tsai Yat Pao.)

SHANGHAI, June 5th.

Mr. Wang Shi Chien has reached an agreement with General Yen Shih Shan's representative that the Shanai troops will enter Peking from the West Gate while the Fengtienese leave Peking from the Yangtun Gate. The date of the Shanai troops' arrival has not yet been decided.

It is reported that General Yen Shih Shan and Marshal Feng Yu Hsiang will arrive at Peking simultaneously.

YEN SHIH SHAN'S POST.

(Wah Tsai Yat Pao.)

SHANGHAI, June 5th.

Marshal Chiang Kai Shek has sent a telegram urging General Yen Shih Shan to proceed to Peking to assume office as Provisional Commander in the capital.

CHIANG KAI SHEK AT NANKING.

(Wah Tsai Yat Pao.)

SHANGHAI, June 5th.

Marshal Chiang Kai Shek, who as previously reported, has proceeded to Nanking, will stay at Tangshan, near Nanking, for a few days before proceeding to the Kin-Han railway front.

PEKING AND TIENTSIN

[THROUGH REUTER'S AGENCY.]

PEKING, June 5th.

The Committee of Public Safety under Wang Shi Chien was inaugurated yesterday, and has taken over the police with an additional 1,500 Fengtienese as garrison troops.

The Committee this morning ordered the city gates to be closed because many Fengtien deserters were wandering on the north side. Practically all Fengtienese troops on the Peking-Hankow Railway have now evacuated by a branch line from Changchun through Fengtai to Tientsin. Yen Shih Shan is expected to arrive tonight and proclamations in his name as garrison commander of Peking and Tientsin have already been posted up in the suburbs.

Ordinary railway traffic between Peking and Tientsin has been suspended as all rolling stock is commandeered by the evacuating troops. This has brought up the vexed question of running an international train. It is understood that all Protocol Powers are in favour of this except the United States.

COLONIAL OFFICE AND OVERSEAS.

OFFICIALS TOURS OF DUTY.

COMMUNISM IN MALAYA.

[THROUGH REUTER'S AGENCY.]

LONDON, June 5th.

Sir Samuel Wilson, Permanent Under-Secretary for the Colonies, was the principal guest at a dinner of the Association of British Malaya. Mr. Lowther Kemp, presiding, paid a tribute to Sir Hugh Clifford. He said it was one of his most difficult problems to keep Malaya free of the microbes of Communism.

Mr. Kemp did not think that the prosperity of Malaya would be permanently marred by the change of the rubber restriction policy. They need not regard it as a disaster, but must take a long view.

Sir Samuel, referring to Mr. Ormsby Gore's visit to Malaya, said that he himself intended going there as soon as opportunity arose. He compared the rubber industry to a sick man who had been advised to change his treatment.

Sir Samuel thought that before long the patient would be restored to health. Referring to his prospective visit to the West African Colonies this summer to get into personal touch with the officials, he said that two officers of the Colonial Office were now doing tours of duty overseas. He hoped that the Colonial Office would shortly arrange for junior officers to tour overseas in their first seven years. Thus the Department would maintain the touch which is essential to Empire development.

THE ATTEMPT ON M. LIZAVEF.

REPLY TO SOVIET NOTE.

RUSSO-POLISH RELATIONS.

[THROUGH REUTER'S AGENCY.]

WARSAW, June 5th.

In reply to the Soviet Note of May 6th, the Polish Government has expressed its regret for the incident, and declared that energetic measures will be taken to discover and punish the offenders.

The reply adds that steps are taken to render it impossible for anyone in future to abuse the rights of asylum and disturb Russo-Polish relations.

AUSTRALIA'S READY ACCEPTANCE.

KELLOGG'S PEACE PACT.

[THROUGH REUTER'S AGENCY.]

LONDON, June 5th.

The Foreign Office has handed a Note to the United States Charge d'Affaires in London, intimating Australia's acceptance of the invitation to become one of the original parties to Mr. Kellogg's Treaty for the outlawing of war.

The Note states that the Commonwealth Government has expressed the belief that such a treaty would provide a material safeguard for the peace of the world, and they will be happy to co-operate to the fullest extent to bring the negotiations to a successful conclusion.

POLICE CHIEF ATTACKED.

SET ON BY HIS OWN MEN.

[THROUGH REUTER'S AGENCY.]

BERLIN, June 4th.

An official enquiry has been ordered into a Police incident in which Communists returning from the funeral of a comrade killed in the demonstrations on May 20th, collided with the Police.

A serious melee was taking place with the Police using their batons on the mob when Herr Weiss, the Vice-President of the Berlin Police, happened to descend from his car nearby, and ordered the Police to cease, as in Weiss's words "they were using their batons without apparent reason."

Apparently the Police did not recognise the man who appeared on the scene and attacked Herr Weiss, severely bruising his shoulder and left arm.

SHIPPING CRISIS IN JAPAN.

NEGOTIATIONS FAIL.

JAPANESE SHIPPING ABROAD.

[THROUGH REUTER'S AGENCY.]

Kobe, June 5th.

In the dispute between the Shipowners' Association and the Seamen's Union, the latter has presented a final minimum wage schedule and asked the owners to take it or leave it.

If the shipowners say "No," an unprecedented tie-up of all Japanese merchant shipping, except the N.Y.K. and O.S.K. liners, is threatened.

Representatives on both sides worked until late last night, but no progress was made. They are again meeting this morning, but it is feared that there is no room for a compromise.

Meanwhile, the seamen waiting at various ports are getting restive and are telegraphing to their representatives to break off negotiations.

A strike may be officially ordered by the Union to-day.

Negotiations between seamen and ship-owners have broken off. The Union has not yet ordered a strike, but a partial tie up is reported from various Japanese ports.

It is not likely that the Union will order a strike of Japanese shipping abroad.

MISSING AIRSHIP'S MESSAGE.

S.O.S. FROM "ITALIA."

WHERE IS SHE?

[THROUGH REUTER'S AGENCY.]

Moscow, June 4th.

The Committee which is concerning itself with measures for the relief of the crew of the Italian airship Italia which has met with disaster in the Polar regions, has been informed that a wireless amateur in Voznesensk, North Dvinsk, picked up the following message yesterday:

"Italia, Nobile, Franz Josef S.O.S."

The message was received on a wave-length of from 33 to 35 metres, which corresponds to that installed on the Italia.

It is believed that the Italia must have landed somewhere in Franz Josef Land.

In view of this S.O.S., the committee has decided to send an expedition of ice-breakers, and an airship to Franz Josef Land along the route Italia is supposed to have taken.

Stockholm, June 5th.

About midnight, wireless operators at Gaele, Upsala, Bjarnum and Trelleborg, picked up a message in English and Italian repeating the words:

"Italia, Nobile, S.O.S. Four King's Bay East."

24 DAYS IN THE AIR.

BELGIAN FLYING RECORD.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, June 5th.

The Belgian aviators, Crocy and Groenen, at Tirlemont Aerodrome, have established a new endurance record, remaining in the air for 60 hours, 7 minutes and 32 seconds.

The previous record was set on Sunday last by two Italian airmen, who remained in the air for 57 hours and 37 minutes.

"FRIENDSHIPS" FLIGHT TO LONDON.

HIGH SPEED FLIGHT.

[THROUGH REUTER'S AGENCY.]

ONTARIO, June 4th.

A message from St. John's Newfoundland, states that the Fokker aeroplane "Friendship," which is to embark on a Transatlantic Flight has arrived at Trepassay from Halifax after a flight at an average speed of 150 miles an hour.

STERLING BUYING RATE.

BANK OF FRANCE ACTION.

[THROUGH REUTER'S AGENCY.]

PARIS, June 4th.

The Bank of France has raised the buying price of sterling from 124.02 to 124.10. This is interpreted as a clear denial of the revalorisation rumour.

THE OWNERSHIP OF VILNA.

POLAND AND LITHUANIA DISPUTE.

LEAGUE DECISION FLOUTED.

[THROUGH REUTER'S AGENCY.]

GENEVA, June 4th.

Lithuania's amended Constitution designating Vilna as the capital of the Republic (notwithstanding the fact that the Powers have upheld Poland's seizure of the town) is described as devoid of juridical value and practicable value in the Polish Note to Lithuania.

A copy of the Polish Note has been sent to the League of Nations Council.

M. Valdemaras, the Premier of Lithuania, granted an interview to Reuter's correspondent to-day and declared that the Polish Note did not affect the situation in the least.

The Lithuanian Reply would declare that the 1918 Act of Independence fixed Vilna as the capital.

CHINESE IN SHANGHAI PARKS.

JESSFIELD AND HONGKEW NOT MUCH PATRONIZED.

VERY LITTLE CHANGE TO BE SEEN.

SHANGHAI, June 2nd.

From 11 o'clock yesterday morning an old bone of contention between foreign and Chinese relations was removed by the admission of Chinese into the parks of the Settlement. The admission charge for all comers of 10 coppers was then put into effect.

A visit paid to the Bund Gardens, Jessfield and Hongkew Parks early in the afternoon by a representative of the North-China Daily News was sufficient to prove that the idea was not catching on very rapidly in the latter parks, but that the Bund Gardens, a more centrally situated visiting place, were being used extensively by Chinese visitors.

At the entrance to all the parks Municipal Regulations, framed and enclosed in glass, were posted, giving the hours when the parks would be open and stipulating the kind of conduct which would and would not be allowed. A ticket booth, likewise, was a new feature at the entrance where a guard sat to dispense tickets for the payment of 10 coppers, to make change in case the exact amount of coppers was not in one's possession, and to give a limited amount of information in English, chiefly to the effect that to-day everybody who paid 10 coppers could enter the park. Beyond the entrance gateway at the Bund Gardens two Chinese police constables were posted, and elsewhere Chinese guards in blue uniforms. All tickets sold were plainly marked with the name of the park for which they were intended, and while one ticket was being purchased the information was volunteered that a season ticket would be "more cheap."

No Unseemly Conduct. Inside the Bund Gardens at about half past two an interesting group of loiterers was in evidence. Young Chinese of apparently the student class were in a large majority and a number of philosophical seeming old gentlemen sat quietly on the benches watching the Whangpoo. Nearly all the benches were taken during the early afternoon, by Chinese visitors, only a very few foreigners, including a few foreign children with their amahs, being about.

A few Chinese dressed in foreign clothes were included in the gathering, also, and several poorly dressed Chinese men and women seemed to be getting their "ten coppers' worth of enjoyment out of a stroll or place on a bench. One Chinese woman of the coolie class with a partially clothed child was leaning on the railing and studying the Whangpoo's current with unremitting fascination for the half hour during which these observations were made. Two or three Chinese youths were sprawled full length on benches, sound asleep. Several Chinese children with their elders also strolled along the walks.

There was no noisy or unseemly conduct and the atmosphere on the whole was little different than at the same time of day on previous occasions except that most of the benches were filled by young Chinese.

CONSIGNEE NOTICES.

"GLEN" LINE, LIMITED.
NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM VIA
PORTS.

THE Steamship "GLENFERR"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 13th June, 1928, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 15th June, 1928, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 6th June, 1928. [6342]

NOTICE TO CONSIGNEES.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION Co.'s
STEAMER "NANKIN"**

**ARRIVED HONG KONG ON
5th JUNE, 1928.**

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery may be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriters on or before 5th June, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MAKINNON, MACKENZIE & Co.,
Agents.

Hong Kong, 5th June, 1928. [6344]

BRITISH INDIA S.S. CO., LTD.
FROM CALCUTTA, RANGOON,
PENANG AND SINGAPORE.

THE Steamship "TILAWA"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 6th June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m., Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master.

MACKINNON, MACKENZIE & CO.
Agents.

Hong Kong, 30th May, 1928. [6324]

BRITISH INDIA S.S. CO., LTD.
FROM KOBE & MOI.

THE Steamship "TAKIWA"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 9th June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m., Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO.
Agents.

Hong Kong, 2nd June, 1928. [6335]

HAMBURG-AMERIKA LINIE.
NOTICE TO CONSIGNEES.

THE Motor Vessel "VOGTLAND"
having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 9th June, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 8th June, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before 23rd June, 1928, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriters.

JEBSEN & CO.,
Agents.

Hong Kong, 4th June, 1928. [6337]

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

CONSIGNEE NOTICE
S.S. "SPHINX"

**REMOVING CARGO
FROM MARSEILLES, etc.**

CONSIGNEES are hereby informed that their Goods with the exception of Optimum, Treasure and Valuables are being landed and stored in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to us on or before Thursday, the 14th June, 1928, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, 11th June, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS,
Agent.

Hong Kong, 5th June, 1928. [6338]

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

THE Motor Vessel "PERU"
having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th June, 1928, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ash on 9th June, 1928, at 10 a.m.

All Claims against the vessel must be presented to the Underwriters before 15th June, 1928, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JOHN MANNERS & CO., LTD.,**
Agents.

Hong Kong, 5th June, 1928. [6341]

NORDEUTSCHER LLOYD,
BREMER.

THE Steamship "SAARBRÜCKEN"
sailing from BREMEN, HAMBURG and PORTS, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.

All Goods remaining undelivered after the 13th of June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m., on the 11th of June, 1928.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be presented within Two weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriters for Counter-signature.

MEYERER & CO.,
Agents.

NORDEUTSCHER LLOYD, BREMEN.
Hong Kong, 5th June, 1928. [6339]

CONSIGNEES' NOTICE.
THE BEN LINE STEAMERS,
LIMITED.

FROM LEITH, MIDDLESBRO, ANTWERP, LONDON & STRAITS.

THE Steamship "BENLOMOND"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., LTD.,**
Agents.

Hong Kong, 4th June, 1928. [6336]

DERBY BETTING.

SUNNY TRACE IN FAVOUR.

[THROUGH REUTER'S AGENCY.]

LONDON, June 4th.

5/3 Fairway (o.) 11/4 (t.).
6/1 Sunny Trace (t. and o.).
100/13 Flamingo (t. and o.).
100/7 Ranjit Singh (o.) 100/8 (t.).
100/6 Gang Wari (o.) 18/1 (t.).
18/1 Bubbles II. (t. and o.).
18/1 Royal Minstrel (t. and o.).
33/1 Camelford (t. and o.).
33/1 Palala Royal II. (t. and o.).
33/1 Black Watch (o.) 40/1 (t.).
33/1 Fernkloof (o.).
33/1 Luvananan (o.).
40/1 Felstead (o.).
50/1 Porthole (o.).
50/1 O'Curry (o.) 60/1 (t.).
100/1 Others.

Earlier in the day 100/13 was taken against Sunny Trace, 100/8 taken against Gang Wari, while 90/1 was taken against Bubbles II.

E.A.S.M.A. SWEEP.
RESULTS OF THE DRAW.

The following are the results of the draw of the Derby, 1928, Cash Sweep organised by the Ex-Active Service Men's Association (1914-1918). The draw took place last evening at the Club Rooms, No. 17, Queen's Road Central.

The results follow:—

No. of Horse.	Name of Pony.	Ticket No.
1.	Advocate	3181
2.	Black Watch	6014
3.	Bubbles II.	9099
4.	Camelford	2160
5.	Constant Son	7319
6.	Cyclone	154
7.	Fairway	1123
8.	Felstead	6028
9.	Fernkloof	6235
10.	Flamingo	4348
11.	Gang Wari	9092
12.	Grange View	4449
13.	Luvananan	2208
14.	O'Curry	9081
15.	Palala Royal II.	1071
16.	Porthole	4575
17.	Ranjit Singh	3176
18.	Royal Crusader	1038
19.	Royal Minstrel	3407
20.	Scintillation	7770
21.	Sunny Trace	185
22.	The Wheelbarrow	1235
23.	Yeomanstown	9099
24.	The Field	2985

LATEST ALTERATIONS.

The latest alterations in the Derby probabilities are that Marshal will ride Sir Abe Bailey's Advocate, and J. Leach will ride Lord Rosebery's Camelford. Scratchings are Heron and the Wheelbarrow.

Probabilities And Jockeys.

The Derby probabilities and jockeys are as follows:

Sir Abe Bailey's Advocate, Marshal.

Mr. L. Neumann's Black Watch, Smirke.

Baron Edouard de Rothschild's Bubbles II., Bouillon.

Lord Rosebery's Camelford, J. Leach.

Mr. T. Davidson's Constant Son, Carslake.

Major J. S. Courtland's Cyclone, Lane.

Lord Derby's Fairway, Weston.

Sir H. Cunliffe-Owen's Felstead, H. Wragge.

Lady Richardson's Fernkloof, Perryman.

Sir Lawrence, Phillip's Flamingo, Elliott.

Mrs. G. Drummond's "Gang Wari", Steve Donoghue.

Mr. W. J. Waldron's Grange View, Graves.

Mr. A. K. Macomber's Luvananan, F. Fox.

Mr. D. Sullivan's O'Curry, H. Beasley.

Mr. Jacques Wittouck's Palala Royal II., Allemand.

Mr. Sol Joel's Porthole, Winter.

The Aga Khan's Ranjit Singh, Beary.

Capt. G. P. Gough's Royal Minstrel, Joe Childs.

Mr. D. M. Gant's Royal Crusader, Hulme.

Mr. C. W. S. Wiltburn's Scintillation, Sirok.

Lord Dewar's Sunny Trace, Gordon Richards.

Mr. H. B. Armitage's Yeomanstown, E. Gardner.

FOOTBALL LEAGUE
MEETING.

THIRD DIVISION ELECTIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 4th.

At the annual meeting of the Football League at London today Torquay Athletic and Merton Town were elected to the third division of the southern section and Nelson and Carlisle United to the northern section. Carlisle is the only newcomer.

FRENCH HARD COURT
TENNIS.

COCHET BEATS LACOSTE.

[THROUGH REUTER'S AGENCY.]

PARIS, June 4th.

In the final of the Men's Singles at the French hardcourt tennis tournament Henri Cochet beat Rene Lacoste 5-7, 6-3, 6-1, 6-3.

GOLF.

ROYAL HONG KONG GOLF CLUB.

FANLING-WHITSUN COM-PETITION.

Owing to a mistake in the cards Mr. G. H. Bell was wrongly returned as the winner of the Bogey Pool whereas this competition was actually won by Major D. W. Beamish with a score of 1 up.

BRITISH BANTAM WEIGHT
CHAMPION.

LONSDALE BELT WINNER.

[THROUGH REUTER'S AGENCY.]

LONDON, June 4th.

At the National Sporting Club to-night, Patten and Nicholson in a twenty-round bout for the British Bantam Weight Championship and the new Lonsdale Belt, the old Belt having been won outright by Johnny Brown.

The fight ended in the twelfth round when Nicholson was knocked out by his opponent.

KISSING HIS OWN WIFE.

**HUSBAND BOUND OVER FOR
"ASSAULT."**

APPEAL FAILS.

A man who kissed his own wife twice and was bound over by the justices for assault on the information of his wife appealed against that decision to a King's Bench Divisional Court on May 4th.

The husband was Mr. Arthur William Meekings, of Palewell Park, Mortlake, and the wife Mrs. Edith Meekings, of Queen's-road, Mortlake.

Mr. Harold Simmons, who appeared for Mr. Meekings, explained that the allegation was that he had been guilty of an offence "enormity" of which was kissing his wife.

Mr. Justice Avey: Did you say kissing or kicking?

Mr. Simmons said that Mr. and Mrs. Meekings were not living together, and on June 20th, 1927, Mr. Meekings met his wife in the street near the house where she lived.

"According to her story," said Mr. Simmons, "he caught hold of her arm with great force, prevented her from entering the house, put her against the gate, and kissed her against her will."

Mr. Simmons added that Mr. Meekings' contention was that he was entitled to assume that being his wife she would not object to his kissing her.

"No Opportunity."

The ground of appeal was that the magistrates came to the decision and did not give the husband the opportunity of giving evidence. They heard the wife's evidence, and a submission by the husband's counsel that he had no case to answer, and then gave their decision.

Mr. Justice Shearman: What does the husband gain by this appeal?

Mr. Simmons: He is a man of good character and thinks that this is a slur on him.

Lord Hewart: Of course, we must remember that these people were living apart, and there may have been a lot of bitter feeling between them.

Mr. Justice Avey: What authority is there for holding that a wife must submit to be kissed every time her husband pleases?

Lord Hewart described the appeal as an especially trivial one, and dismissed it with costs.

Mr. Justice Avey, agreeing, said that he thought the husband had been illadvised to bring the appeal. He was fortunate in escaping conviction for assault instead of being bound over.

"WIVES TALK TOO MUCH."

**VIEW OF ONE WHO HAS BEEN
MARRIED FIFTY YEARS.**

Modern views on married life are held by Mrs. Harriet Hewetson, of Okeham, Surrey, who, with Mr. Hewetson, has just celebrated her golden wedding.

"A lot of nonsense is talked nowadays about young people preferring motor-cars to babies," said Mrs. Hewetson in an interview. "I think our young married couples are quite right in not having children until they can afford them."

"I think the secret of happy married life," she added, "is for the wife to hold her tongue. My sex is prone to do too much talking."

Mrs. Hewetson is a sister of Mr. James Butler, an original member of the Aeronautical Society, who made an ascent in 1864 in the balloon invented by Montgolfier. Another brother, Mr. Frank Hedger Butler, founded the Royal Aero Club. Mr. Hewetson is a Past Master of the Worshipful Company of Salters.

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AGE OF CHIVALRY
RE-LIVED.

**THE KING HONOURS HIS
KNIGHTS.**

ABBEY PAGEANT.

**OATH TO DEFEND ALL
WOMEN.**

[By H. V. MORTON.]

I stood high up in the triforium of Westminster Abbey and looked down on the most romantic ceremony I have ever witnessed—the grant of stalls in Henry VII's Chapel to Knights Grand Cross of the Most Honourable Order of the Bath.

A girl stood next to me. She also was spell-bound by the pomp and colour of it. The world in which we live has vanished. We were back in the age of chivalry. We were looking down on a page of English history brought suddenly to life: to-day was keeping faith with yesterday.

Rich Colours.

Through the nave flowed a rich tide of colour: the clergy came in fine copes, the great gold cross of Westminster before them; then walked, two by two, fifty-five Knights of the Bath in scarlet robes that swept the floor; behind them moved the King, the train of his velvet robe held by two small pages in scarlet coats and white silk breeches.

There was music and the sexless chanting of the choir. Gentlemen-at-Arms stood the length of the great church, white coats gleaming, their hands in white gauntlets grasping halberds. There was a rustle as the brilliant procession took seats in the choir below us.

"It is gorgeous!" whispered the girl, "but what does it mean? I wish I knew how it began!"

I explained to her that in the age of chivalry, when men wandered the world in search of distressed maidens—and other fearful perils—they returned with their quests covered not only with glory, but also with the sweat and dust of great adventure. It is said that on one occasion a king approached an esquire with the intention of knighting him, but the atmosphere surrounding the gallant gentleman was so eloquent of weeks on active service that his Majesty said:—

"Peradventure this brave fellow requires rest and a bath! Bring him to me anon!"

They led out the hero and washed him! That, I explained, is the origin of the Most Honourable Order of the Bath. In later years the bathing became merely symbolic: it stood for the spiritual purity of a knight before he takes the oath. On the eve of the coronation of Henry IV. forty-six baths, filled with warm water, stood round a great hall of the Tower of London. Into these baths stepped forty-six esquires. The King entered in state, and dipping his hand in water, made the sign of the Cross on forty-six bare backs.

Bathing Problem.

A difficult situation was created when a queen occupied the throne. It was obviously impossible for a woman to officiate at the bathing of young knights. Both Mary and Elizabeth appointed male deputies. It was George I., on the urgent advance of Walpole, who gave a new importance to this ancient rite by creating the Order of the Bath.

We looked down into the choir. The medieval company rose. The pages swiftly opened the door of the King's stall and arranged the folds of his train. Two by two the Knights of the Bath moved up the steps of the sanctuary, each one bowing low before the Queen, and last of all came the King with his pages of honour. He came made no obeisance, but walked slowly past through the doorway into the Confessor's Chapel. The Queen rose and followed. Her Majesty was the only person not of the Order who witnessed the climax to the ceremony behind the closed doors of the Chapel of Henry VII.

As the knights passed through the Confessor's Chapel they smelt sweet herbs. The royal tombs were strewn with rosemary for remembrance and laurel for fame. The air was pungent with them. Great bunches of rosemary lay over the tall, dark tomb in the centre of the chapel in which lie the bones of Edward the Confessor.

King's Shrine.

The tide of colour slowly filled the exquisite chapel where Henry VII. lies beneath Torrigiano's superb shrine. Here, in secret and behind closed doors, was performed the culminating symbolism of the day. This is the Chapel of the Order. Silk banners hang from the roof. Each stall bears above it the helmet of a knight, his name, and his coat of arms.

The Knights Grand Cross took their places. The King mounted the steps of his stall to the right of the door which bears the words "Sa Majesté"—for French was the language of the Court in the days of Salter.

Each knight drew his sword and held it forward by the blade. What a splendid picture: the morning light through stained windows, the silken banners hanging still above the ornate stalls, the heraldic beasts crouching above the helmets, gleaming with old gold, brave in bright reds, blues, and yellow, and the small chapel a violent fire of scarlet velvet robes as the fifty knights in dead silence watched their companions standing before the lit candles offering their swords to the altar. So they stood with the light running over the naked steel. Then, at a signal from the senior knight, the nine swords flashed back to the scabbards. The ceremony was over—*Daily Express*.

FIGHTING FOR A FILM
PART.

**HOW BOY WAS CHOSEN FOR
"SWEENEY TODD."**

BOUT WITH GLOVES DECIDED.

Success with the gloves earned a boy a part in a film. Mr. Walter West wanted somebody to play the part of the apprentice in the film "Sweeney Todd" which he has just started producing, with Mr. Moore Marriott in the rôle of the unspeakable barber.

Master Brian Glennie suited the rôle splendidly; but then so did Master Archie Danie.

Mr. West decided to let them fight for it. The lads donned the gloves, Mr. Moore Marriott refereed, and after a vigorous scrap, Master Glennie won on points.

He will in consequence rather Sweeney Todd's unhappy customers, and play his part in eventually bringing the monster to book for his crimes.

A youth called at the Elstree film studios, and on telling the vigilant commissionaire at the door that he had an appointment with Mr. Alfred Hitchcock, the director, now making "Champagne" there, was admitted to the studio interior. He asked if he could play in the picture.

Something in his manner stood him in good stead. He was fitted out with a pageboy's uniform, and duty made up, he presented himself next day and acted in the film. Miss Betty Balfour, the star, chatted to him. He told her that he had had a good deal of experience in "this kind of thing." When she asked where and how, he replied, "Oh, I produced 'Dracula' at school."

The sound of the word "school" arrested Mr. Hitchcock, who asked the lad his age. To everyone's astonishment, he admitted that he was only 11—he looked a good 14 and behaved like 20.

Despite the initiative which the boy had shown, he was informed that he could do no more acting in films, at any rate for the moment, as he was of school age.

"Never mind," Young Hopeful replied: "I shall have six weeks' holiday in the summer, and then I shall get a part, perhaps quite a big one, in another film and work with the company all that time."

when squires were knighted in their baths. The Duke of Connaught, the Grand Master of the Order, mounted to the stall to the left of the door which bears the title "Duc de Connaught et Strathearn." The Queen slipped quietly to a gilded chair set for her below the King's stall.

The solemn ceremony was then observed of granting to ten knights stalls vacant owing to the deaths of ten members of the Order. The ten knights advanced to the centre of the chapel. Among them were Field-Marshal Lord Allenby, General Sir John Maxwell, Admiral of the Fleet Sir C. Madden, Admiral of the Fleet Lord Wester-Wemyss, and Admiral of the Fleet Earl Jellicoe. The Duke of Connaught advanced to them and administered the ancient and magnificent oath of knighthood.

You shall honour God above all things; you shall be steadfast in the Faith of Christ; you shall love the King your Sovereign Lord, and Him and his Right defend to your Power; you shall defend Maidens, Widows, and Orphans in their Rights; and you shall suffer no extortion as far as you may prevent it; and of as great Honour be this Order unto you as ever it was to any of your Progenitors, or others."

The knights were then shown to their stalls. They bowed to the King and to the Grand Master. Once more they were summoned to the centre of the chapels. The King was conducted from his stall to the altar. He knelt there a moment and made an offering of silver and gold. He then retired to his stall.

The senior knight, drawing his sword, offered it, but first, the Dean, who placed it on the altar, handing it back with the admonition:—

"I exhort and admonish you to use your sword to the Glory of God, the Defence of the Gospel, the Maintenance of your Sovereign's Right and Honour, and of all Equity and Justice, to the utmost of your power."

Splendid Picture.

Each knight drew his sword and held it forward by the blade. What a splendid picture: the morning light through stained windows, the silken banners hanging still above the ornate stalls, the heraldic beasts crouching above the helmets, gleaming with old gold, brave in bright reds, blues, and yellow, and the small chapel a violent fire of scarlet velvet robes as the fifty knights in dead silence watched their companions standing before the lit candles offering their swords to the altar. So they stood with the light running over the naked steel. Then, at a signal from the senior knight, the nine swords flashed back to the scabbards. The ceremony was over—*Daily Express*.

SLEPT ON £12,000
BONDS.

**FARMER'S DEALINGS WITH
A BARONET.**

CIVIL WAR FEAR.

The statement that a man slept with £12,000 worth of bonds under his pillow was made by counsel during the hearing of an action, said to involve a remarkable series of transactions, which was brought before Mr. Justice Rowlatt in the King's Bench Division by Mr. William Hope Gill, a Scottish farmer, against the Parkhill Corporation, Ltd., of Inverness, Miss Elizabeth Chadwick, secretary to Sir Charles Ross, and others.

The fact that Sir Charles Ross at one time thought that he foresaw civil war in this country was also mentioned.

Mr. Jowitt, K.C. (for Mr. Gill), said that Mr. Gill claimed a declaration that he was entitled to twenty American notes of 7,500 dollars (about £1,500) each of the Parkhill Corporation and 8,000 shares of the capital stock of the corporation, which were held by the National Safe Deposit Co.

No Jurisdiction Plea.

The defence was that the bonds belonged to Miss Chadwick, while two other defendants, Mr. Alfred Newton Macaulay and Mr. William Springer jun., as receivers of the Parkhill Corporation, contended that the court had no jurisdiction in the matter.

Sir Charles Ross, who, Mr. Jowitt said, figured prominently in the action, inherited 380,000 acres of land in Scotland.

There was at one time a prospect of Sir Charles Ross' wife instituting divorce proceedings against him, and Mr. Jowitt said that the judge might come to the conclusion that Sir Charles had in mind that, if his wife succeeded, she would become entitled to a considerable proportion of his estate in Scotland, and that if he could dispose of his Scottish property, it would be difficult for her to obtain the fruits of any decree which might be granted.

[The judgment in the divorce suit was given in the Court of Session in Edinburgh in June 1927. Lord Morison holding that the charges of misconduct against Sir Charles were not proved, and he absolved him and the co-respondent, Mrs. E. K. Hoffmann, of New York, from the conclusions of the summons.]

A close friendship sprang up in 1922 between Sir Charles and Mr. Gill, whose co-operation he desired to obtain in farming operation (including a scheme for the scientific feeding of sheep), which Sir Charles had found to be an expensive hobby.

Mr. Gill became tenant of two of Sir Charles' farms in 1923, and in the following year Sir Charles expended to Mr. Gill the advance of £2,000 on American companies.

Mr. Gill told Sir Charles that he was willing to become an American corporation.

Lease Assigned.

The Parkhill Corporation, Ltd., was formed, Mr. Gill was appointed president, and the corporation accepted Mr. Gill's offer, which was suggested to him by Sir Charles, to assign its lease with Sir Charles to the corporation in consideration of twenty notes of 7,500 dollars (about £1,500) each of the corporation bearing interest at the rate of 5 per cent. from 1924 until the date of payment, and 8,000 shares of the capital stock of the corporation.

Those notes were the subject of the present action, and Miss Chadwick now alleged that Mr. Gill had failed to provide cash for the stock and implements on the farms.

She also claimed to be entitled to Belgian bonds worth 60,000 dollars (about £12,000), which at one time were in the possession of Mr. Gill, who, added Mr. Jowitt, slept with them under his pillow the night before he took them to his bank.

Mr. Jowitt said that later high words took place between Mr. Gill and Sir Charles Ross regarding the sheep-feeding system. The sheep were dying in large numbers, and Mr. Gill told Sir Charles that he would not be responsible for carrying on the experiment. Sir Charles finally admitted that Mr. Gill was right.

£1,000 DAMAGES FOR A
BOY OF THREE.

**LOSS OF AN ARM AFTER A
STREET ACCIDENT.**

A three-year-old boy was on May 7th awarded £1,000 damages for the loss of an arm in an accident, and it was stated that at compound interest this sum would have increased to £2,000 when he came of age.

The boy was Charles Benjamin Walker, and the award of £1,000 was announced to Mr. Justice Branson on the settlement of a claim by his father in the King's Bench Division.

The accident took place in Rotherhithe, the child being knocked down by a motor-lorry. The father, Mr. William Walker, a butcher, sued as the boy's next-of-kin.

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"THOSE PRICES DESERVE YOUR ATTENTION."

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THE HONG KONG DAILY PRESS, WEDNESDAY, JUNE 6th, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Kowloon Motor-cycle Club—200,000 Motor-cars Exported—Small Car Comforts—Car Accidents Problem—Some Interesting Publications—Motorists' £7,000 Bet—India To Burma By Car.

"WHIPPET"

MODEL 96.

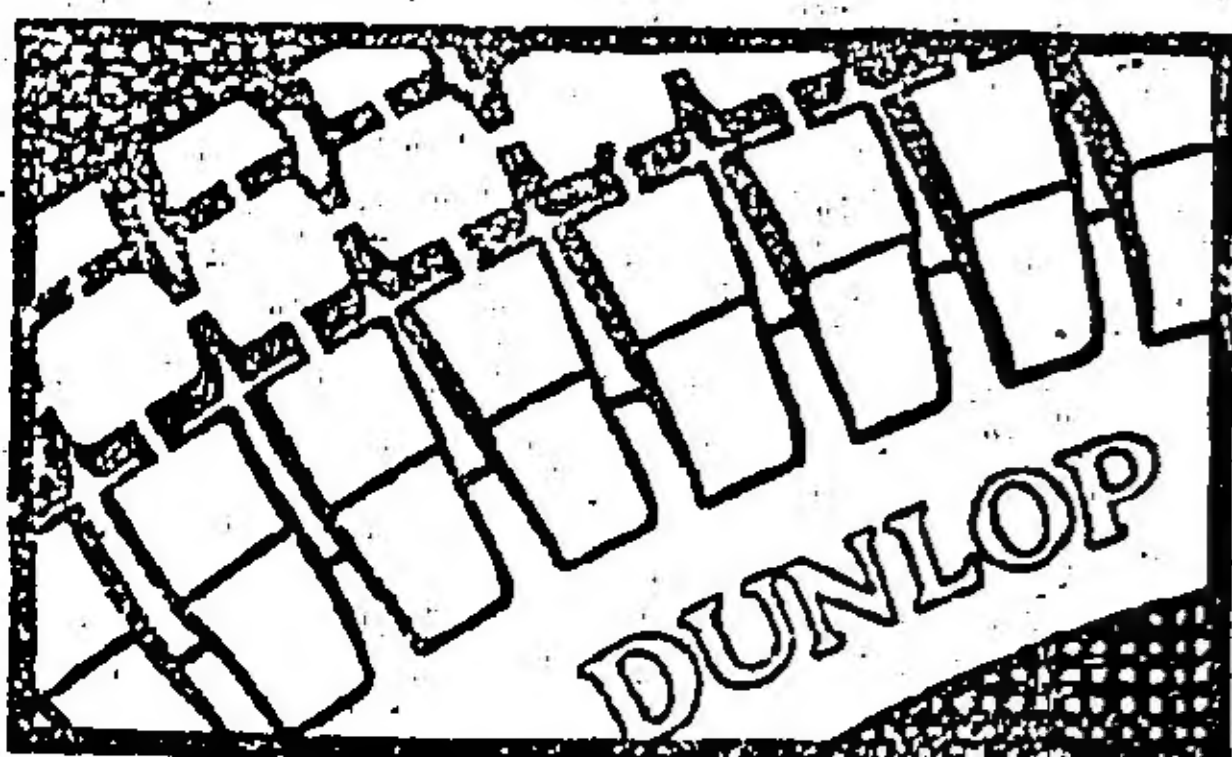
TOURER ...	H.K. \$1,550.00
ROADSTER ...	H.K. 1,720.00
COACH ...	H.K. 1,850.00
SEDAN ...	H.K. 1,950.00
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Tyre
Makers
in
Victoria's
Reign

WHEN ladies started cycling thirty-one years ago they rode on Dunlop tyres. And the lady cyclist of these days accepted Dunlops as a matter of course. You wanted a pneumatic tyre—you ordered a Dunlop. A Dunlop tyre was no novelty to them. Simply because even at that time Dunlop had been making tyres for ten years. To-day, of course, Dunlop have been makers—and the leading makers—of pneumatic tyres for forty years. There's a deal of experience to be gained in forty years of tyre making for every kind of vehicle running on every kind of surface, and at speeds ranging from the 20 miles per hour of the early motor carriages to the 203.8 miles per hour of Segrave's Sunbeam.



Only DUNLOP Experience covers
the whole history of the
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DUNLOP RUBBER COMPANY, LIMITED.

LOCAL BRANCH:
10A, DES VIGUEUX ROAD CENTRAL.

MOTOR NOTES.

EIGHT-CYLINDER CARS IN JAPAN.

Although the sale of British cars in Japan has never been exceptionally large, there has been, for many years past, a steady demand for the high-grade British models. Six-cylinder cars with luxurious coachwork have always found favor with the wealthy Japanese, and latterly the eight-cylinder models have attracted attention.

The Sunbeam Company were one of the earliest firms to develop the eight-cylinder car, and during the past few years have supplied their 30 h.p. and 33 h.p. models in considerable numbers. One of the principal residents of Tokyo is the owner of a 30 h.p. eight-cylinder model, and this car is well known in that city, where its imposing appearance and unusual smoothness of running constantly evokes praise for the high-grade British car.

POPULARITY OF BRITISH SMALL CAR OVERSEAS.

It is interesting to note that the Austin Motor Co., Ltd., of Birmingham, recently despatched their 10,000 7-h.p. car overseas. This proves undoubtedly that this model is becoming a popular favourite abroad as well as at home.

THE MOTOR BOAT IN SHALLOW WATERS.

Shallow draught motor craft are in popular demand in British waters, and there is a distinct call for these type of craft for Overseas conditions. One of the most interesting developments of late for this type of craft is the Hotchkiss internal Cone Propeller, an efficient propelling device, entirely protected from the fouling of submerged obstructions.

CAR LONGEVITY.

The "Autocar" (England) recently gave some interesting comparisons of the life of automobiles in different important countries. In the United States, it appears, very few cars remain in service for longer than five years, while in France statistics show that out of over 600,000 passenger cars, one was built in 1909; two had been running for 17 years; six for 18 years; 45 for 19 years; and 140 for 20 years.

Commenting on the life of British cars, the journal indicates the recent practical demonstration afforded by the commemoration run from London to Brighton last November, an event which it is proposed to repeat on the recurrence of the anniversary of Emancipation Day next November.

MOTORISTS' £7,000 BET.

AMERICA CHALLENGES EUROPE.

BRITISH-ITALIAN ALLIANCE WINS.

Great Britain, the United States, Italy and France are all concerned in an exciting motor-car race for £7,000 which has just been run on the Indianapolis track of America. The contest was the result of a statement made by Mr. Mecovics, a United States motor manufacturer, that an American car could beat any European car which M. Weymann, of Paris, liked to bring across.

M. Weymann therefore selected an Italian car, equipped it with British tyres, and left France for the United States where a thrilling 24 hour race was run.

As it happened, the tyres were the decisive factor. The American car started off at a great pace, but its chances were soon hopeless, for, during the 293 laps it completed, 20 tyres were used, while the Italian car, which completed 343 laps, only had to change its Dunlops once. Indeed, so much time was wasted by the American in taking off worn tyres and putting on new that at the finish it was actually 600 miles behind its European rival.

200,000 MOTOR-CARS EXPORTED.

WILLY'S OVERLAND'S POPULARITY.

WORLD WIDE!

Early in May the 200,000th Willys-Overland car was shipped overseas. This particular car was a Willys-Knight Great Six Limousine destined for Stockholm, Sweden.

The quantity of their exports is the cause of the popularity of Willys-Knight and Whippet cars in various parts of the world, but only a close study of the Export Corporation's records can show how far-reaching is this demand.

The cars are widely known both in Canada and Latin-America and even in the smaller islands of the West Indies, such as St. Croix, St. Lucia, St. Kitts and Montserrat. But they are also widely known throughout the East Indies, Borneo, Siam and Sarawak, Java, Celebes and Sumatra. On the mainland they are even better established, having established enviable records throughout India and China as well as Ceylon and Japan, Australia, New Zealand and Tasmania.

In competition with European cars within European territory, Whippets and Willys-Knights gave an excellent account of themselves, and are fast gaining in popularity in all parts of the continent as well as in Great Britain where they have been established even longer. From Europe we turn very naturally to the Near East, and there we find Willys-Overland cars everywhere, going out in all directions from Turkey, Mesopotamia, and Arabia.

In Africa too these cars are fast penetrating to all corners—the Gold Coast, Gambia, Senegal, Nigeria, Zanzibar and the Sudan. Of course, they have been established both in the Union of South Africa and on the northern coast for a number of years.

THE KOWLOON MOTOR-CYCLE CLUB.

FORMED LAST SATURDAY WITH OVER TWENTY MEMBERS.

The Kowloon Motor-Cycle Club held its inaugural meeting last Saturday. Several attempts to meet at Castle Peak had had to be postponed owing to the rainy weather but on Saturday, in spite of the bad weather, quite a number of enthusiasts met at the "Star" Ferry, Kowloon, and the meeting was held at the residence of one of the members.

The name of the Club is to be the Kowloon Motor-Cycle Club, but membership is open to all motorcyclists of the Colony. Officers were elected, but it was decided to wait till the Club increases in size before electing a Committee. An entrance fee of \$2 and a quarterly subscription of \$3 were decided upon.

The question of speed was discussed at length and it was agreed that a speed limit should be fixed to which members should be asked to conform.

One of the suggestions was that the Club should rent a bathing-shed at Castle Peak but this will only be possible if a good membership is obtained.

A miniature workshop is to be placed at the disposal of members with tools for re-adjustments, decarbonizing, and grinding of valves.

Next Saturday's Run.

The Club will hold its first run to Castle Peak on Saturday afternoon and members are asked to meet at the "Star" Ferry, Kowloon, at 3 p.m. New members will be welcome.

Mr. G. F. Komor is President of the Club, Mr. A. W. Summers, Vice-President, Mr. E. H. Marriott as Hon. Treasurer, and Mr. Geo. Lim, Hon. Secretary. Anyone wishing to join is asked to write to Mr. Lim at 335, Nathan Road.

CAR ACCIDENTS PROBLEM.

DOCTOR'S PLAN TO REDUCE NUMBER.

BRUSSELS.

That medical men could assist the Government to decrease the ever-growing number of motor-car accidents is the belief of Dr. Weekers, Professor at Liège University.

From his experience the doctor has arrived at the conclusion that the physical incapacity of drivers is the cause of very many of the daily accidents. In 1925 a royal decree was prepared in Belgium making it obligatory for a medical certificate to accompany an application for a driving licence. The decree was never promulgated because doctors held the opinion that too many difficulties stood in the way of granting such a certificate.

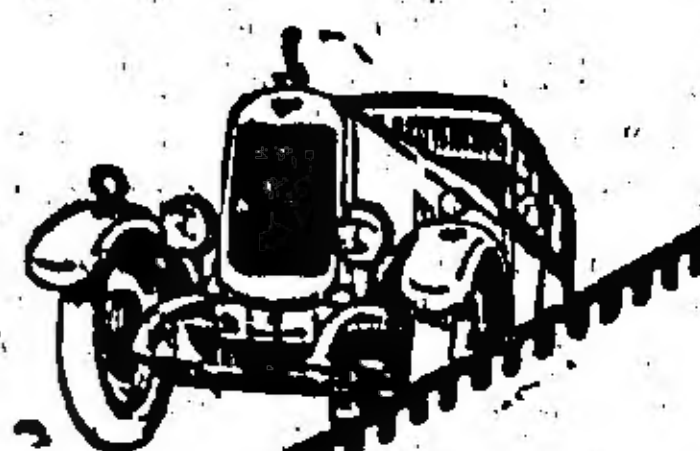
Eyesight and hearing, for instance, would necessitate the intervention of separate specialists, while any candidates might possess defects which would render them dangerous at the wheel of a motor-car but which could only be discovered by placing them under observation for a certain period.

Another fear expressed was that, unfortunately, there exist doctors who would not scruple to provide a certificate if the fee offered were tempting enough. Dr. Weekers would, therefore, place the responsibility on motorists themselves.

Driver's Certificate.

His proposal, which is before the Belgian Academy of Medicine, on the one hand, and under the examination of a Government commission, on the other, is that when applying for a licence a driver should be given a list of physical defects from which he should be free. He would have to certify in writing that he was not affected by any of these, and would be given to understand that should an accident occur and he were found to be suffering from one of the specified "imperfections," punishment would be swift and sure.

Insurance companies, too, would be invited to assist by having a clause in their contracts absolving them from all liability in the case of accidents caused through a physical defect recognised as making him unfit to drive a car. The Academy of Medicine would aid the Government by drawing up a list of imperfections which no motor driver should possess. An eminent jurist has given it as his opinion that such a scheme would in no way infringe common right.



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your leave
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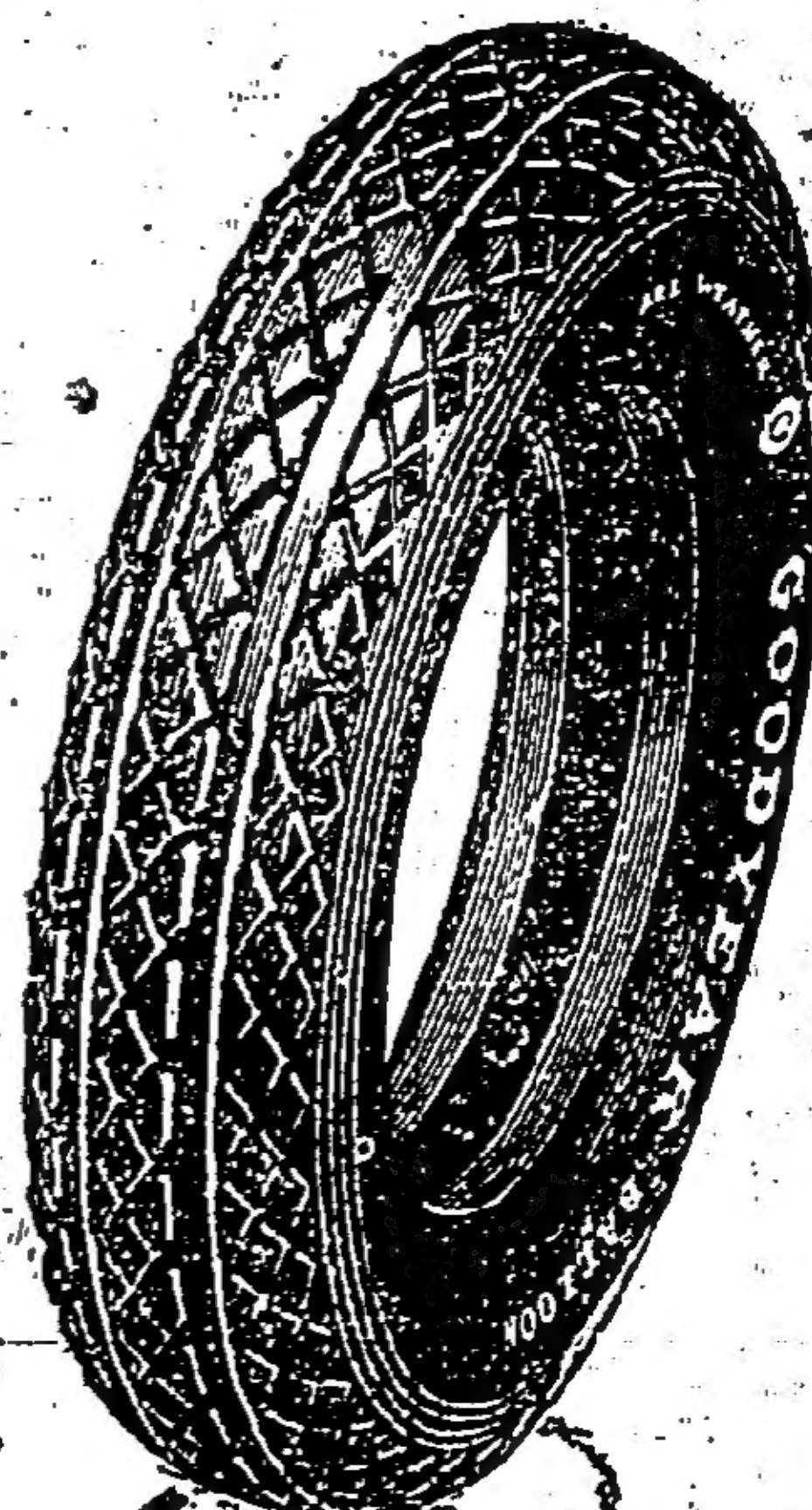
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TRAFFIC CASES.

YESTERDAY'S LIST AT THE MAGISTRACY.

There were fewer traffic cases than usual in the weekly list before Major C. Willson at the Central Magistracy yesterday.

A Chinese was summonsed for riding a motor-cycle belonging to Detective Sergeant Whelan without a proper licence. The Sergeant stated that the defendant was called in to make certain adjustments to the machine. Witness took the machine out for a trial run, but was called back to the station. By

an urgent message. The defendant then rode the machine himself. The man was absent and the case was adjourned for a week.

Traffic Sub-Inspector Alexander prosecuted in two cases. In the first a fine of \$15 was imposed on a Chinese for driving a motor-cycle along Upper Albert Road at an excessive speed, stated to be about 35 miles an hour. In the other case the Chinese driver of a public car was fined \$10 for negligent driving in Caine Road.

In a summons for causing an obstruction with a motor-car in Chater Road, it was stated that the defendant was in prison serving a sentence of 14 days. The case was adjourned for two weeks.

MOTORING NOTES (CONTD.)

SMALL CAR COMFORTS.

HOW TO EXTRACT THE VERY LAST OUNCE.

[By JOHN PRIOLEAU.]

It has often happened to me to write enthusiastically on the charm of the modern small car, that efficient and faithful servant of the man of moderate means. I give way to nobody in my admiration for it when it is of good class and workmanship, but it has certain obvious drawbacks which until now I thought were beyond cure.

The most obvious of these is, of course, the fact that it is a small car—I mean shall in accommodation. Try as you may, it really is not easy to take more than three people for a tour with even a moderate amount of luggage in a small four-seater, and if you are honest with yourself you will admit that two passengers really "complete" the establishment.

I think I have found out how to make the best of a really small four-seater car. Frankly, it is nearly useless in the ordinary way for full-grown people to hope to make more of it (comfortably, I mean) than what we used to call a chummy; that is to say, a comfortable two-seater car with one comfortable seat behind. Only pygmies can really be comfortable in a small four-seater with fixed seats on a long journey—and all the best small four-seaters to-day are meant for long journeys.

The two-seater with the dicky I have always considered to be in reality a form of coachwork for a big car. Very few dicky cars as they are made to-day are of the slightest use. In most cases a dicky seat is a modern stool of repentance, and is the opposite number to what is called in household furniture an occasional-table—it can only be used occasionally.

The "Comfy" Three-Seater.

My plan with a small chassis—say with an 8ft. 6in. wheel base—would be to have a four-seater body, but to insist upon having the two front seats separately adjustable, running on lines over a really long range. This would mean, of course, that the car will not be a genuine four-seater, but it will be, I think, a reasonably comfortable three-seater.

Having fixed the position of the driving seat, you can then really make the most of the remaining available space. If there are three of you it will generally be found that a quite unexpected amount of leg room can be arranged for by pushing the seat beside the driver right forward. In most of these new little cars leg room under the dash has been most satisfactorily increased in comparison with former years, and the driver's companion can usually sit much further forward than you would think.

With the two seats independently arranged in a sensible way, you will find that your quite small four-seater really becomes comfortable than even the very best of two-seaters with dicky seats. The vacant space on the back seat will hold any amount of gear, and in some cases quite a considerable quantity of luggage can be disposed inside the body without getting in anyone's way.

Another advantage of the sliding seat which has become very obvious lately is the easier entrance it gives you to your car. Your little four-seater can be one of the most monstrously difficult things to enter, or leave that has ever been devised, and the properly designed sliding seat arrangement has come as a real blessing to us. Before attempting to get into the car you push back the seat as far as it will go and find that instead of a gymnastic crawl being necessary to get in, barking your shins on the dash and catching your foot between the edge of the cushion and the door, you can get in and out almost in a reasonable manner.

Among other things that would be found to add to your comfort in a small car is a flexible wheel or, better still, one which will hinge forward, giving you at least an extra six inches of space through which to reach your seat. This is really a boon, as in most small cars having centrally disposed gear and brake levers it is as often as not practically impossible for the driver to reach his seat except through his own door.

And under this head come also the advantage of having gear and brake levers binged. These are a few of the things which can be done quite easily, and not too expensively, to make the small four-seater car a far more comfortable vehicle for long journeys than it usually is now. Perhaps a reader will give me his experience with these or any other dodges!—Evening Standard.

INDIA TO BURMA BY CAR.

NEW RECORD.

MOTORING NOMADS IN SINGAPORE.

SINGAPORE, May 28th.

The first men to attempt an England-Australia journey by car, and the first to have taken a car overland from Calcutta to Rangoon, arrived in Singapore on May 28th.

They are Messrs. Francis Bartels, the well-known Australian explorer, and Mr. P. E. Stollery, a young Canadian, and they have taken seven months to cover 13,500 miles.

The crossing of the Naga Hills, south of the Tibetan border, was a magnificent achievement, and that and other incidents in their journey are related in a *Straits Times* interview published below.

The outstanding fact about the journey is that Messrs. Bartels and Mr. Stollery have taken their car overland from Calcutta to Rangoon, a distance of 2,500 miles. This is the first time that that country has ever been crossed by a car, and probably by a wheeled vehicle of any description. The great barrier is the Naga range, lying south of the Tibet border.

30 Miles in 23 Days.

On both sides of this range, in Assam and Upper Burma, the going is comparatively good, but the range itself is only crossed by a foot or camel path, and the Indian Survey Department and other authorities assured the two adventurers positively that no car could be taken over it. However, they crossed it, covering 30 miles in 23 days, and it would be difficult to find a finer feat of endurance and perseverance in motoring history.

Mr. Bartels' reputation as an explorer stands very high in Australia, and he can fairly claim to have seen more of that continent than any other living man. He has bicycled around the continent, and he is the holder of the trans-continental motoring record. He claims to have crossed the continent over seventy times, and for the past twenty-two years he has been wandering in its vast unexplored areas by car and bicycle.

October 20th was the date on which Messrs. Bartels and Stollery set out from London, and no more striking proof of twentieth century progress could be found than the fact that Capt. Bert Hinkler, who saw them off in London, took sixteen days to complete by air the journey which is taking them seven months. Their route lay through France, Germany, Yugoslavia and Greece. They had intended to go through Turkey, but were advised not to do so, and from Greece they took ship for Alexandria, up into Palestine, across the Sinai desert into Syria, and *via* Iraq, Persia, and the North-West Frontier into India.

They travelled south to Delhi and Calcutta, and in the latter city announced their intention of crossing overland into Burma. Against strong and authoritative advice they held on their way, travelling north to the Brahmaputra and across the Naga Hills into Upper Burma. From there they went down to Rangoon, and set out overland to Bangkok. When they reached the Siamese border, however, heavy rains set in, making it impossible to proceed further, and they turned back to Moulmein, from which point they went south to Mergui.

Change in Programme.

Here they struck the beginnings of the monsoon, and with the bullock-cart tracks they were following hopelessly flooded they had no option but to travel from Mergui to Penang by sea. That change of programme rankles with Mr. Bartels, however, and he promises to come back again and find out whether a car cannot be taken from Rangoon to Singapore by road.

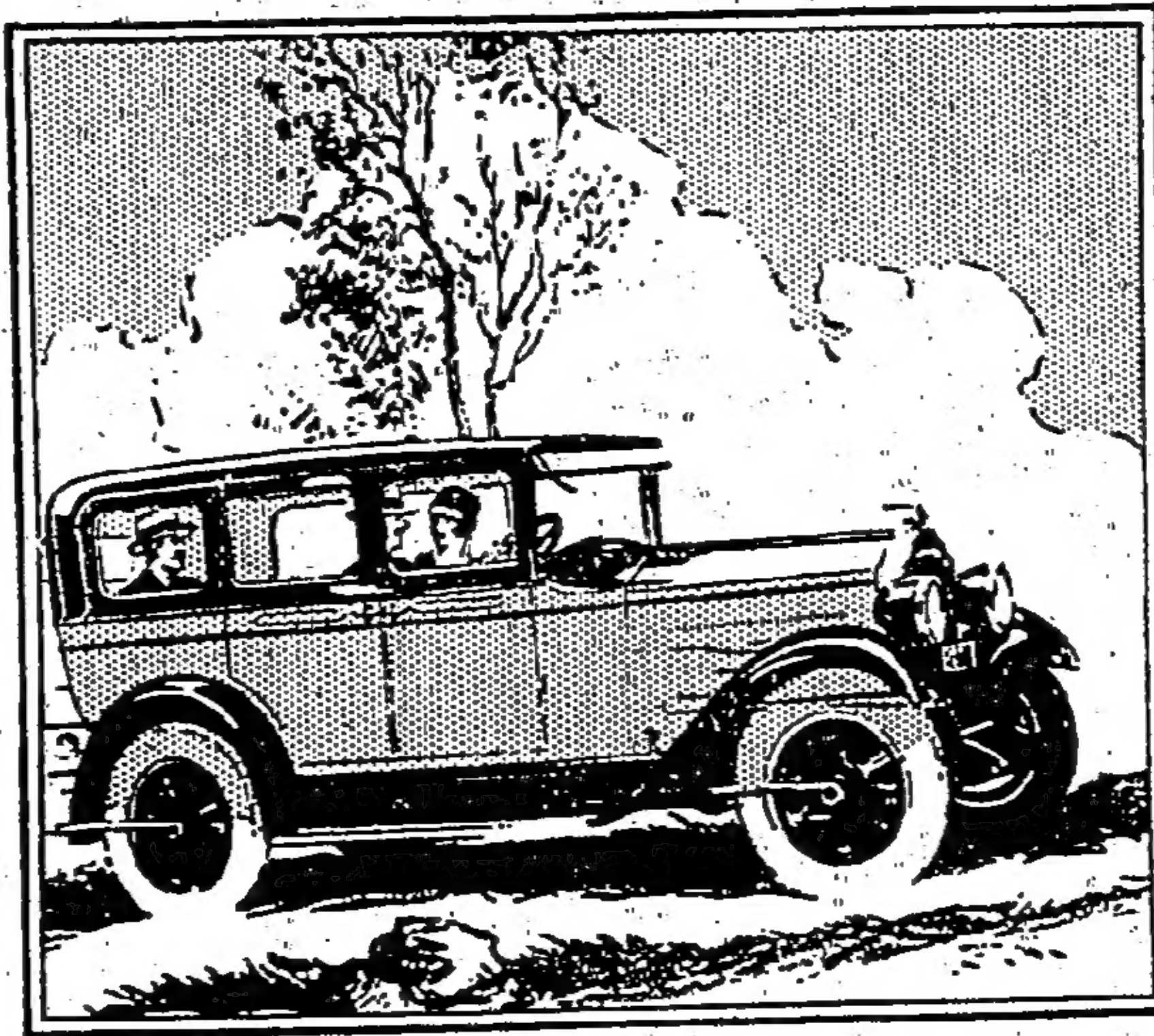
After staying in Singapore a few days they will go on to Batavia, motor across Java to Sourabaya, and take ship again for Port Darwin. They will then commence a 3,000 mile journey to Melbourne, *via* Queensland and Sydney. The first part of the trip will be rough going, but Mr. Bartels is familiar with the territory through which they will have to pass.

(Continued on next Column.)

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Model '56' ONLY



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It has long been Willys-Overland's aim to incorporate the Willys-Knight engine in a low-priced Six. But because of the greater cost of making this superior motor, it has taken fourteen years of constant experiment and progress in manufacturing methods to produce a Willys-Knight Six that can be sold in this lower price range.

Thousands more may now drive the Willys-Knight, the car which is praised so enthusiastically by hundreds of thousands of owners.

Two other brilliant Sixes

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Willys-Knight Great Six—one of the world's most luxurious cars. Now, a larger, more powerful engine—insures even higher and smoother speed and even flashier pickup.

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WILLYS-OVERLAND FINE MOTOR CARS

The most remarkable of Messrs. Bartels and Stollery's achievements is, of course, the crossing of the Naga range. It was the ancient trade route from India to Burma that they followed, and they found a well-defined foot track, but it was only used by coolies, and it presented incredible difficulties to a heavily laden car. From Manipur on the Indian side to Tamu on the Burmese side is sixty miles, and of that distance thirty miles is rough mountain country. Climbing the range was a terrific task. The track zigzagged up the slopes at such angles that all sorts of devices had to be used to get the car round the corners. Sometimes the rear axle had to be jacked up and the car pulled forward by a rope fastened to a tree. The motorists put in a hard twelve hours work a day, and even so they made less than a mile on some days. Some situations were so difficult that a gain of six inches was a matter of rejoicing.

Living On Rice.

A month was spent on this distance of 30 miles, and the amount

of sheer hard slogging that brought eventual success passes belief. The car was loaded with 120 gallons of petrol, and the spare tires had to be carried up the slopes, together with over a hundred pounds of equipment. Mr. Bartels estimates that they walked at least ninety miles during this month, and they lived on practically nothing but rice. The Naga hillmen were friendly enough but they gave no assistance, and the work of carrying baggage, handling the car, splitting the huge boulders that blocked the path or building up the path around them, had to be done by the two adventurers themselves. The highest altitude reached was 6,000 feet, and the grades were extremely bad, some of them having to be taken at full speed owing to the loose nature of the surface.

The car being used for the journey is a 14 h.p. Buick, fitted with Dunlop tires and using Castrol Oil, Messrs. Bartels and Stollery, however, are not being financed by either of these companies, and are making their own arrangements.

BLACK MAGIC.

SUSPECTED EXPERT BEATEN TO DEATH.

BOMBAY, India.

A strange story of the alleged exercise of black magic, which resulted in a fisherman being killed, was told in a Bombay court, when four men were sentenced to various terms of imprisonment.

The four men, it was stated, suspected the fisherman of being an expert in black magic and the art of invoking evil spirits, and that he thereby brought a lingering illness on the wife of one of them.

This was proclaimed through his village that whoever let loose evil spirits and brought illness on his wife should stop it, or he would come to grief the next day.

On the following day the four accused men asked the fisherman to stop his practices, but he replied that he knew nothing about evil spirits. He was then assaulted with sticks and killed.

BARON UNMASKS A COLONEL.

LIES IN THE GERMAN BLACK ARMY TRIAL.

KILLING OF "TRAITORS."

BERLIN.

Who is telling lies at Stettin? That is the question which interests Germany for more than the fate of Lieut. Heines and seven other members of the Rossbach organization who are being tried there for the murder of a comrade named Schmidt, to prevent his possible betrayal of the secrets of the Black Army to the representatives of the British and their allies.

The point at present in debate is: Did the army recognise the Rossbach Brigade as part of its organisation? The regular officers present say they did not, and deny the statement of the other side that they ordered Colonel Rossbach and his officers to kill traitors.

In the course of a heated debate, Baron von Bodungen accused

Colonel Kaldreck of saying one thing in court and exactly the opposite in private.

Misplaced Confidence. "Herr Judge," shouted the baron, rising from his place, "I should like to explain why the colonel's memory is so bad. I had a talk with him in the corridor, and he said to me: 'Yes, we did consider the men of the Rossbach Brigade soldiers, but I cannot say that in court.'"

Up shot the colonel, red in the face. "Oh! Oh! Oh! Bodungen!" he shouted in dismay. "Ask Lieut. Schulz, who was with me," replied the baron. "Now come here, Herr Lieutenant," said the judge. And the young man stood up and declared that Baron von Bodungen was right.

The colonel had changed from red to purple. He shouted hysterically. "I have been 24 years in the Army. Everybody must admit that I have always served faithfully. I have taken an oath. Is it gentlemanly to get me on the thin ice? No officer fights like that!"



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[A.P. 8]

SOME INTERESTING PUBLICATIONS.

THE MORRIS HIRE PURCHASE SYSTEM.

DIRECTORY OF BRITISH MAKERS.

Morris Garages, Ltd., of Oxford, Manufacturers of the M.G. Sports Car, have compiled an interesting booklet with the alluring title of "Home." It describes how those visiting England on leave from Overseas may obtain a new car from the range on the officially approved Morris Hire Purchase system, for so long as it may be required, on a simplified method of purchase and a guarantee to repurchase the car at a pre-determined price if it is wished to dispose of same at the end of the visit; or, alternatively, to arrange for its shipment abroad.

"Buyer's Guide to the Motor Trade of Great Britain." The Society of Motor Manufacturers and Traders, Ltd., has prepared from information supplied by Members of the Society, a Classified Directory of the Manufacturers in Great Britain and the Empire of Motor Goods familiar in the British and Export Markets.

It is intended to serve as a general guide to the manufacturing interests of British Manufacturers. Members of the Society and to provide information to interested parties as to the source of supply of the majority of the many and varied items required for the construction, use, and maintenance of all types of motor vehicles, motor boats, etc., in addition, of course, to the complete units.

Copies may be obtained gratis on application to the Trade Information Department of the S.M.T.T., 83, Pall Mall, London, S.W.1., and that Department is in a position to give information as to the source of supply of any proprietary or other good produced by the Motor and Allied Industries.

Register of the Motor Trade. The Society has also recently issued the 15th edition of the Register of the Motor Trade, containing upwards of 15,000 names of persons, firms, and companies, engaged in the Motor and Allied Industries in Great Britain. A separate edition of this Register, known as the Colonial Section, is being compiled from information obtained from Colonial Associations, etc., which will be found, when issued, to form a useful Directory of the names and addresses of firms and persons in the motor trade in the Dominions and Colonies.

"SUBMARINE BATTLESHIPS."

A TYPE NOT PERSISTED WITH.

The Great War produced many freaks of naval architecture, all devised in the natural hope of achieving some signal success over the enemy. Amongst these must be counted the submarine monitor. The idea of being able to produce a 12-inch gun suddenly upon the surface of the sea, fire it, and then cause it to vanish seemed pregnant with dramatic possibilities. The result was the construction of the three "M" boats. Unfortunately, they came out too late to test the theories on which they were designed. All they ever proved, indeed, was the mechanical possibility of mounting a 50-ton gun in a submarine without destroying her ability to dive and rise. But there was always some uneasiness about these craft, and after the loss of M-1 through no structural defect, but it added—the other two were withdrawn into the Experimental Half Flotilla at Portsmouth. Their 12-inch guns have now been removed and replaced by four lighter weapons, so that they have shed their original character as submarine monitors.

At any rate, they have served the purpose of demonstrating the mechanical feasibility of constructing the "submarine battleship." But they have contributed nothing to the problem of naval warfare as to whether such a craft is worth while. Presumably the Admiralty have now definitely concluded that she is not worth while. It is not difficult to conceive of situations in war time in which the sudden appearance of such a craft might prove a very nasty surprise. But the possibilities in this way do not justify the creation and maintenance of a special class of vessels designed to try and create them. The "M" boats were of no use for flotilla work. The rôle of the submarine is pretty clearly defined, and the tendency of progress is to restrict rather than extend the scope of these craft. It is true that since the war we have built a submarine cruiser, but nobody appears to be quite clear as to what her exact purpose would be in war time. Maybe it would wait upon opportunity. She might wage war against commerce or try to protect commerce, but whether such a very large submarine is necessary to the Navy is distinctly speculative. Her very size tends to defeat the first object of a submarine—perfect concealment. If she cannot effect this, then a submarine cruiser has no advantage over a surface cruiser and many disadvantages in the event of an engagement. *—Naval and Military Record.*

OIL AND COAL FUEL.

COAL FAR CHEAPER.

OIL'S ADVANTAGE FOR WARSHIPS.

In the course of a long letter to *The Times*, that distinguished naval architect, Sir Eustace d'Eyncourt, dispels certain misunderstandings which have crept in regarding the use of oil fuel. Chief amongst these is the idea that it is more economical than coal. Sir Eustace shows that it is nothing of the sort, and does not attempt to defend its adoption in the Navy on this score. The advantages of liquid fuel in a warship completely outweigh all economic considerations. Replenishment can be carried out expeditiously and easily, without any fatigue to the crew—a matter of much importance in war time. Storage space can be utilized in a manner which would be impossible in connection with coal. Larger boilers can be used, because there is a limit to the size in which steam can be maintained by coal-burning. And the stokehold complement can be reduced to a "bare minimum," because there is no "trimming" to be done; no manual stoking. All these considerations, especially in the case of warships developing 100,000 h.p. or more, at full speed, in the opinion of Sir Eustace, "make the use of oil for the Navy practically a necessity."

But as against all these advantages is the fact that the use of oil is three or four times more costly than coal. The Navy can afford to disregard this disability, so can certain of the great lines. But the private shipowner cannot disregard it. Efforts are being made to solve the problem by the use of the internal combustion engine, in which the consumption of fuel is only about one-half per horsepower of what it is in the case of firing a boiler to raise and maintain steam. Thus far experience has demonstrated that the much higher initial cost of the Diesel, the heavier expense of maintenance, and the greater difficulties in running that type of machinery do not compensate for the fuel-saving effected. Sir John Biles has shown that by adopting very high pressure turbines still further saving can be effected and coal still retained as the most economic fuel for seagoing ships. It is possible that the experiments being made in connection with powdered or pulverized coal may lead to revolutionary results. It has been objected that pulverized coal is highly inflammable and therefore dangerous to carry. Oil is certainly not free from this objection, but experience has proved that the danger may be rendered almost negligible. Our incomparable steam coal was one of our greatest naval assets in pre-war days, and if science devises a means of restoring it to naval use such a step would prove of obvious national advantage. *—Naval and Military Record.*

PURCHASE OF DISCHARGE.

DEVONPORT M.P. AND ROYAL NAVY.

In the House of Commons Mr. Hore-Belisha asked the First Lord of the Admiralty if he would state how many officers and men purchased their discharge from the Royal Navy during the last financial year and what was the price paid by officers and men respectively.

Lieut.-Colonel Hendlam replied: The system of discharge by purchase does not apply to officers. The number of men discharged by purchase during the financial year ended March last were, Royal Naval ratings, 122; Royal Marine ranks, 53—total, 175.

The scales of payment for discharge from the service for Naval ratings and Royal Marines are:—Ratings within three months of entry, £20; artificers, apprentices, ordnance artificer apprentices, electrical artificer apprentices, shipwright apprentices, and men of those classes trained from boys with less than four years' service from date of advancement to man's rating, £20; men of the above classes trained from boys with more than four but less than six years' service from the date of advancement to man's rating, £20; others, boys and Royal Marines under 18 years of age, including boys specially advanced to man's rating, under 18 years of age, £40; men with less than four years' service from age of 18, £20; after six years' service from age of 18, £24; after 10 years' service from age of 18, £28; after 12 years' service from age of 18, £32.

commerce, but whether such a very large submarine is necessary to the Navy is distinctly speculative. Her very size tends to defeat the first object of a submarine—perfect concealment. If she cannot effect this, then a submarine cruiser has no advantage over a surface cruiser and many disadvantages in the event of an engagement. *—Naval and Military Record.*

PASSENGERS.

Arrivals.

The following passengers arrived here on June 5th by the a.s. *D'Artagnan*, from Japanese ports and Shanghai:—Mrs. Wong Wai Chin, Mr. J. Cochet, Mr. David Yu, Mr. Madier, Miss Beattie, Mr. and Mrs. Begg, Mr. J. R. Taylor, Mr. Sligh, Mr. Grosse, Mr. and Mrs. Holland, Miss Holland, Mr. Geo. Salle, Miss Etrusoff, Mr. Canal, Mrs. de Bellefont and children, Miss Leggett, Mr. Robbe, Mr. Cheng Fu Wang, Mr. Taiang, Mr. T. Maynard, Mr. S. Y. Tchang, Mr. Wong Wai Chun, Mr. Pack Ham Liang, Mr. and Mrs. S. Levy, Mrs. Grease, Lieut. and Mrs. Delbosc, Mr. H. Lougrette, Mrs. Tiget, Mr. and Mrs. C. Chung, Rev. I. Balfrau, Mr. I. Khan, Mr. K. M. Lam, Mrs. R. A. Buckenrough, Mr. S. W. Chang, Mr. Lee T. C. Lin, Miss May Lee, Miss T. C. Lin, Miss M. C. Leung, Mr. A. J. Wood, Mr. Yang King Ming, Mr. H. Chao, Mr. T. V. Mohinani, Mr. D. B. Woods, Mr. Marchi, Mrs. Carrington, Miss Descaves, Miss Blin, Mr. and Mrs. Perrot and Miss Perrot, Mrs. Berthoz, Mrs. Brigel, Mrs. S. A. Fille, Mr. M. Lembich, Miss V. A. Goldrick, Miss Kamberton, Dr. B. Carr, Mrs. Pas'ien Chung and two children, Miss Barr, Miss Stickney, Miss H. Gaudissant, Mr. and Mrs. Rapin, Mr. M. N. Pedersen, Mr. N. Pelsen, Mr. G. Fries, Miss B. Lambertson.

The following passengers arrived on June 5th by the a.s. *Sphinx* from Marseilles and ports:—Mr. and Mrs. Yik Tai Kong, Mr. and Mrs. Allix, M. d'A. Weatherbe, Mr. B. M. E. Khan, Mr. P. E. Jono, Mr. An Pak Seb, Mrs. Stirling and four children, Mr. Konovaleff, Mrs. R. H. Grayson, Mr. B. Baude, Mr. and Mrs. Masloff, Miss Masloff, Mr. B. Pilet, Mr. Magnabal, Mr. C. Louis, Mr. Donay, Mr. and Mrs. Tristani, Rev. Broucaud, Mr. C. M. Lee, Mr. and Mrs. Leo Martin-Ban, Mr. Bouely.

Departures. The following European passengers left Hong Kong for Shanghai and Yokohama by the a.s. *Sphinx* on 5th:—Mr. A. L. Anderson, Rev. R. D. Arnold, Rev. G. E. Lerrigo, Mr. and Mrs. Lubeck, Mr. A. Assis, Dr. M. F. Girard.

The following European passengers left Hong Kong by the a.s. *D'Artagnan* on June 5th, for Marseilles and ports:—Mr. H. Lanyon, Major-General C. C. Luard, Mrs. Luard, Miss Luard, Mr. A. F. Daley, Mr. T. L. Knight, Mrs. S. Hirschberg, Mrs. Tottenham, Mr. Casanova, Lieut. Paul R. Taylor, Mr. and Mrs. J. H. Kluckert, Mr. F. Bortelle, Rev. Fa. J. da Costa, Mr. and Mrs. F. Lichauco, Mr. and Mrs. van Workom, Miss van Workom, Miss Mathieson, Mr. Volker, Rev. Fa. Desvassieres, Rev. Fa. B. Arria, Rev. Fa. L. Reta, Rev. Fa. F. Otamendi, Miss E. H. Clark, Miss D. Tavernier, Mr. van den Herik, Miss L. Jaeger, Mr. B. Violante, Mr. G. Mocera, Mr. J. Barta.

The following first class passengers left yesterday by the A.M.L. liner *President Madison*, for Manila, on June 5th:—Miss P. L. Atkinson, Miss M. Barot, Miss B. Batten, Miss M. Beal, Miss A. F. Cole, Miss C. L. Duffield, Miss I. M. Fraser, Mr. U. S. Greer, Mr. La M. Griswold, Count Y. Goto, Mr. D. Goodman, Mr. G. Horli, Mr. L. D. Hargis, Mr. and Mrs. F. H. Holmgren, Mr. E. E. Himrod, Miss E. Knappe, Miss W. Lewis, Miss E. Lincoln, Mr. G. G. Lyman, Miss C. Leonard, Miss M. E. McDonald, Miss T. Maloy, Miss L. Moon, Lt. B. Riggs, Mr. Geo. Reindel, Mrs. J. Ross, Miss G. B. Sage, Miss V. Snapp, Miss J. A. Streeter, Maj. M. W. Sullivan, Mr. and Mrs. C. A. Speers, Mrs. C. E. Walters, Miss J. Waters, Master C. E. Walters, Mr. Geo. Ward, Major C. Dewey, Mrs. D. de C. do Reyes, Miss C. V. Y. de Leza.

WARSHIP'S CHAPEL.

DEDICATION SERVICE IN H.M.S. "RODNEY."

On the eve of the departure of the new battleship *Rodney* from Devonport, her first cruise with the Atlantic Fleet, the chapel of the vessel was dedicated by the Bishop of Plymouth.

The *Rodney*, which is commanded by Capt. F. L. Tottenham, and has been built at a cost of £25,633,253, is one of the few ships in the Royal Navy for which provision for a chapel was made in the original design. The chapel affords seating accommodation for about a hundred.

In addition to the Bishop of Plymouth, there took part in the service on the mess-deck, the Chaplain of the Fleet (Ven. Archdeacon R. McKew) and Rev. J. B. Pim (chaplain of the *Rodney*). The Chaplain of the Fleet, who was the preacher, pointed out that the chapel had been given to them by the Admiralty in order to provide for their souls as well as their bodies. He urged them to make the best use of it, not only for worship, but to get away from the noise and bustle of the mess-deck to talk to God.

From the mess-deck the clergy proceeded to the chapel for the dedication service, at which the whole of the available accommodation was occupied.

The Bishop read the dedicatory prayers, and the service concluded with the blessing.



"Why, Helen, every meal was a banquet! Breakfast at eight, bouillon at eleven, lunch at one, tea at four, and dinner at seven. If only the scales had lied in my favor, I could have had sandwiches and tea before going to bed every night. The menus aboard the Presidents are too grand to describe."

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The *Sunshine Belt* via Honolulu
Fornightly sailings on Tuesdays
Pres. Pierce... Tues. June 12th
Pres. Taft... Tues. June 19th
Pres. Jefferson... Tues. June 26th
Pres. Lincoln... Tues. July 3rd

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Fornightly sailings on Sunday via Manila, Saigon, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.
Pres. Hayes... Sun. June 17th, 8 a.m.
Pres. Taft... Sun. June 24th, 8 a.m.
Pres. Lincoln... Sun. July 1st, 8 a.m.
Pres. Grant... Sun. July 8th, 8 a.m.

To Manila

Pres. Pierce... June 9th, 6 p.m.
Pres. Jackson... June 16th, 6 p.m.
Pres. Taft... June 23rd, 6 p.m.
Pres. Grant... July 7th, 6 p.m.

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OTHER SAILINGS:— Shanghai, etc. Continent.
M.S. "Peru" ... 8th June ... 11th July
M.S. "Siam" ... 10th June ... 21st July
M.S. "Danmark" ... 18th July ... 21st August

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14

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 1st.			
Day	at 2 p.m.	at 8 a.m.	at 2 p.m.
Barometer...	29.73	29.73	29.70
Temperature...	77	73	80
Humidity...	77	85	67
Wind...	ENE	NNE	NNE
Direction...	3	1	2
Force...	0	0	0
Weather...	0.04	0.00	0.15
Rain...			
Highest open-air Temperature, 4th: 77			
Lowest open-air Temperature, 5th: 73			
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.			

HONG KONG TIDE TABLE.

From June 6th to 19th, 1928.			
HIGH WATER.		LOW WATER.	
Day of Week	Day of Month	Day of Week	Day of Month
Wed.	6	Wed.	6
Thur.	7	Thur.	7
Fri.	8	Fri.	8
Sat.	9	Sat.	9
Sun.	10	Sun.	10
Mon.	11	Mon.	11
Tue.	12	Tue.	12

CHINA NAVIGATION COMPANY, LIMITED.

BANGKOK	CHINHUA	On 6th June	6 a.m.
SHANGHAI	HUPH	On 6th June	6 a.m.
SWATOW, SINGAPORE	KWEIYANG	On 6th June	10 a.m.
SWATOW & SHANGHAI	CHENAN	On 7th June	10 a.m.
SHANGHAI & THINGTOW	IOHANG	On 8th June	10 a.m.
SHANGHAI & THINGTOW	BOOHOU	On 9th June	6 a.m.
SHANGHAI	KIUNGCHOW	On 10th June	6 a.m.
AMOT, SWATOW & SINGAPORE	ANHUI	On 10th June	10 a.m.
HONGKONG	TAIKOOYANT	On 10th June	Noon
SWATOW & BANGKOK	KATING	On 10th June	Noon
SWATOW, SHANGHAI, NEW	LUCHOW	On 10th June	Noon
CHANG & DALY	SINKIANG	On 11th June	6 p.m.
AMOT, SHANGHAI & THINGTOW	YUNNAN	On 13th June	6 a.m.
SHANGHAI	YUNNAN	On 14th June	Noon
SWATOW & SHANGHAI	LIANAN	On 14th June	Noon
SHANGHAI, PAKHOI & HAIPHONG	TEAN	On 15th June	10 a.m.
WHAHWEI, CHIAO & C.	KURICHOW	On 15th June	4 p.m.
SHANGHAI & THINGTOW	SZCHOUEN	On 16th June	6 a.m.
AMOT, SWATOW & SINGAPORE	ANKING	On 17th June	9 a.m.
SWATOW & BANGKOK	KALGAN	On 17th June	Noon
SWATOW, SHANGHAI, NEW	KANCROW	On 17th June	Noon
CHANG & DALY			

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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

June 4th.
Chenan, British str., 1,331 tons, tons, Capt. J. D. Fraser, from Shanghai and Amoy, with a general cargo, lying at buoy No. 312-B & S.
Chipping, British str., 1,199 tons, Capt. D. G. Burleigh, from Canton, with a general cargo, lying at buoy No. C39—Jardine, Matheson & Co.
President Madison, American str., 14,183 tons, Capt. Thos. Johnson, from San Francisco, which port she left on May 11th, with 1,790 tons of general cargo, lying at Kowloon Wharf—American Mail Line.
Surabaya Maru, Japanese str., 2,788 tons, Capt. K. Fukue, from Surabaya and Tawau, with a general cargo, lying at buoy No. B21—O.S.K.

June 5th.
D'Artagnan, French str., 9,608 tons, Capt. Girard, from Shanghai, which port she left on June 2nd, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes.
Dorcy, German str., 878 tons, Capt. J. Jacobson, from Dairen, which port she left on May 20th, with a general cargo, lying at buoy No. C41—Chau Yue Teng.

Eksland, Norwegian str., 1,245 tons, Capt. J. M. Zachrisen, from Keelung, which port she left on June 2nd, with a cargo of coal, lying at Stonecutters—Y.K.K.

Uniching, British str., 1,267 tons, Capt. O. H. Farrar, from Amoy, with a general cargo, lying at Douglas Wharf—Douglas, Lapraik & Co.

Huyeh, British str., 1,205 tons, Capt. J. Moley, from Canton, with a general cargo, lying at buoy No. C48—B & S.

Miki Maru, Japanese str., 1,954 tons, Capt. Y. Yasuda, from Taiyuan, which port she left on June 2nd, lying at Kowloon Bay—Y. Sato.

Peru, Danish motor ship, 5,223 tons, Capt. S. Borg, from Port Said, with a general cargo, lying at buoy No. A37—John Manners & Co.

Saarbrücken, German str., 3,429 tons, Capt. H. Grant, from Hamburg, which port she left on April 18th, with a general cargo, lying at Kowloon Wharf—Melchers & Co.

Soon Ann, Chinese str., 238 tons, Capt. Kwok Fook, from Hong Kong, with a general cargo, lying at buoy No. C43—Shun On S.S. Co.

Sphinx, French str., 6,043 tons, Capt. Angelvin, from Marseilles and Saigon. The latter port she left on June 2nd, with a general cargo, lying at buoy No. A8—Messageries Maritimes.

Yanon, Chinese str., 664 tons, Capt. Lai Ping, from Kwong Chow Wai, with a general cargo, lying at Shamshuipo—Yan Woo Co.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* left Kobe on Tuesday, and is due at Yokohama to-day (Wednesday), at 7 p.m.

The S.S. *Takada* (B.I. and Apar Line) left Singapore for Hong Kong on the 2nd inst., and is due here on Friday morning.

The S.S. *City of Tokio*, sailed from Singapore on Sunday, the 3rd inst., and is due at Hong Kong on Saturday, the 9th inst., at 7 a.m. (Continued on next column).

PASSENGERS.

Arrivals.

The following passengers arrived here on June 5th, by the S.S. *President Madison* for Shanghai:—Mrs. D. E. Carvalho, Mr. José Luciano Shaver, Mr. Chao Yih Ngo, Mr. C. Ah-Foo, Mr. and Mrs. Fan Ka Cho, Mrs. Fong Shee, Mr. and Mrs. Wm. F. Gilman, Miss Phyllis L. Atkinson, Miss Margaret Barst, Miss Beryl Battien, Miss Margaret Beal, Miss Ann F. Cole, Miss Caroline I. Duffield, Miss Irma M. Fraser, Mr. U. S. Groer, Mr. La Monte Griswold, Count Yasuyata Goto, Mr. Gen. Sakai Horii, Mrs. Lionel D. Hargis, Mr. and Mrs. Floyd H. Holmgren, Mr. E. H. Himrod, Miss Winnie Lewis, Miss Florence Lincoln, Mr. C. Lay Hing, Mr. and Mrs. N. Higashi, Mr. Geo. Kuey, Mr. Federico Nocca, Mr. A. Mallinson, Mr. Quan Cherk, Mr. H. W. Ray, Mr. Tan Lai Tine, Mr. Geo. G. Layman, Miss Clare Leonard, Miss Mary E. MacDonald, Miss Theresa Maloy, Miss Leah Moon, Lt. Ruth Riggs, Miss Grace B. Sage, Miss Vere Snapp, Miss Julia A. Streeter, Major M. W. Sullivan, Mr. and Mrs. C. A. Speers, Miss Jane Waters, Mr. C. P. Walter, Master Cecil E. Walter, Mr. Geo. Ward.

Per S.S. *Saarbrücken*, from Hamburg and ports:—For Shanghai: Mr. Eyvind Danielsson, Mr. L. Erveigh, Miss D. Erveigh, Mr. E. F. Hardman, Mrs. M. E. Hardman, Mr. B. Hardman, B. M. H. Hardman, Mrs. J. E. Hicks, Miss D. M. Hicks, R. A. Hicks, Dr. Voe, Mr. P. P. Salit, Mrs. E. Salit, Miss A. Salit, L. Salit, Mr. Shien Hin Lin, Mrs. L. van der Steen Steyns, Peter F. Soletto, Dr. L. Spruck, Mr. K. Tau, For Tsing-tao: Mrs. E. Wahlin. For Kobe: Mr. H. G. Bennecke, Mr. C. Wood, For Yokohama: Mr. L. Eckert, For Hanila: Mr. J. M. H. Oria, Mrs. C. M. de Brera, Miss P. H. Martin, Miss R. H. Martin, Mr. B. Padilla, Mr. Solano, Dr. D. Tambuato, Mrs. M. Tambuato, F. Tambuato, For Tientsin: Miss Adamska, Mr. D. J. Codings, Mrs. Codings, Mrs. M. Heinemann, Mrs. Skorzewska, For Yokohama: Mr. F. von Behring.

CLEARANCES.

June 5th.

Chenan, for Canton.
Chinhua, for Bangkok.
Chungking, for Kwong Chow Wan.
D'Artagnan, for Saigon.
Desawongse, for Macao.
Empress of Canada, for Manila.
Huyeh, for Weihaiwei.
Harunuma Maru, for Samarinda.
Hop Sang, for Swatow.
Huyeh, for Shanghai.
Katze, for Newchwang.
Kwai Yang, for Swatow.
Yanon, for Shanghai.

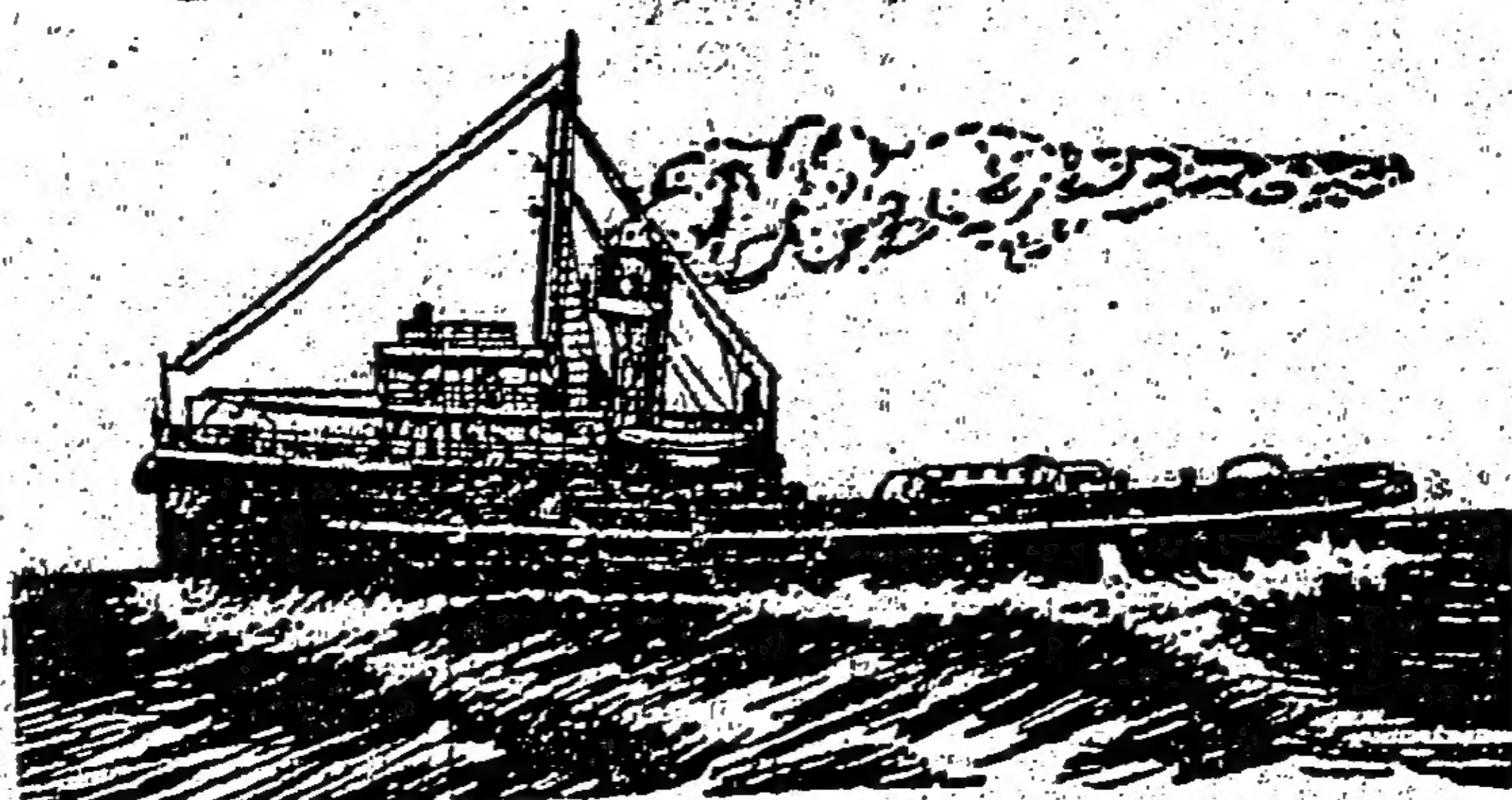
President Madison, for Manila.
Saarbrücken, for Shanghai.
Shun Chih, for Saigon.
Shinking, for Macao.
Sphinx, for Shanghai.
St. Albans, for Moji.
Surabaya Maru, for Takao.
Tak Hing, for Antau.
Tak Hing, for Singapore.

The P. & O. S.S. *Khyber* left Singapore for Hong Kong on the 3rd inst., at 5 p.m., with the outward English mails, and is due here to-morrow (Thursday) about midnight.

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To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG" "KWAISANG" "HANGSANG" "FOOSHING"	Wed., 6th June, at Noon Sun., 10th June, at Noon Wed., 13th June, at Noon Sun., 17th June, at Noon
OSAKA via AMOY, MOJI & KOBE	"KUMSANG" "SUISANG" "YUENSANG" "FOOKSANG"	Satur., 9th June, at 7 a.m. Sun., 17th June, at 7 a.m. Satur., 23rd June, at 7 a.m. Tues., 3rd July, at 7 a.m.
CANTON	"HANGSANG"	Thurs., 7th June, at 8 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Fri., 8th June, at 3 p.m.
SANDAKAN	"MAUSANG"	Satur., 9th June, at 10 a.m.
TIENTSIN	"CHIPSHING"	Wed., 6th June, at 10 a.m.

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Steamship	"PEMBROKESHIRE" (via Oran)	13th July
Steamship	"GLENSHANE" (via Oran)	10th Aug.
Motor Vessel	"GLENOGLE" (via Oran)	7th Sept.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship	"GLENIFFER" (via Oran)	7th June
Steamship	"GLENSHANE" (via Oran)	29th June
Steamship	"CARDIGANSHIRE" (via Oran)	24th July
Motor Vessel	"GLENOGLE" (via Oran)	24th Aug.
Motor Vessel	"GLENAMOY" (via Oran)	10th Aug.

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 AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA: Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON: Cabin class ... £80.

NEXT HOMEWARD SAILINGS:

Freight	S.S. "Trave"	departure	18th June
Pass.	S.S. "SAARBRUECKEN"	departure	30th June
Freight	S.S. "Ilmar"	departure	14th July
Pass.	S.S. "COBLENZ"	departure	28th July
Freight	S.S. "Grandon"	departure	11th August
Pass.	S.S. "FULDA"	departure	24th August
Freight	S.S. "Ludwigshafen"	departure	31st August

Passenger steamers sailing via Manila and Ports to Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT OUTWARD SAILINGS:

Freight	S.S. "Hemsheld"	due here	22nd June
Pass.	S.S. "COBLENZ"	due here	2nd July
Freight	S.S. "Ludwigshafen"	due here	18th July
Pass.	S.S. "FULDA"	due here	30th July
Freight	S.S. "Oder"	due here	15th August

Passenger steamers sailing via Shanghai to North China Ports, Freight steamers sailing via Shanghai to Japan and North China Ports.

MELCHERS & CO.,

AGENTS, HONG KONG. Queen's Building.

Telephone C. 4557. 5, Chater Road.

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PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TC

BOSTON

AND

NEW YORK



—of Uninterrupted Canadian Pacific Service

If you are going to Europe, why not use the uninterrupted service of the World's Greatest Travel System?

On the three separate legs of your journey—across the Pacific, across Canada, and across the Atlantic—this highly trained organization caters to your every need. Its servants are obliging, efficient, and thoughtful of your comfort; its ships, trains and hotels are among the world's best.

Follow the lead of experienced travellers and go the Canadian Pacific way.

CANADIAN PACIFIC

Next sailing to the Pacific Coast
S.S. "EMPEROR OF CANADA"
13th JUNE, 1928—At 6.00 A.M.

WORLD'S GREATEST TRAVEL SYSTEM



THROUGH BOOKING TO EUROPE AT REDUCED RATES
\$130, \$112, \$110, \$102, \$83; via SAN FRANCISCO.
\$1440, \$1240 via JAPAN and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TENYO MARU ... Tuesday, 12th June

KOREA MARU ... (Olla Keelung) ... Tuesday, 26th June

LONDON via Singapore, Suez, Marseilles & Ports.

KITANO MARU ... Saturday, 16th June

HABUYA MARU ... Saturday, 30th June

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 27th June

ARI MARU ... Wednesday, 27th June

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Monday, 25th June

GENOA MARU ... Wednesday, 27th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 14th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Saturday, 9th June

NEW YORK and/or BOSTON via PANAMA.

KUMA MARU ... Monday, 11th June

ASUKA MARU ... Saturday, 16th June

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DAKAR MARU ... Monday, 11th June

OLGUTIA via Singapore, Penang & Bangoon.

MOBIOKA MARU ... Sunday, 10th June

NAGATO MARU ... Monday, 18th June

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 22nd June

SHANGHAI, KOBE & YOKOHAMA.

MALACCA MARU (Mojit direct) ... Thursday, 7th June

KATOKI MARU ... Monday, 11th June

DELACOA MARU ... Thursday, 14th June

* Cargo only. Subject to alteration without notice.

NIPPON YUSEN KAISEI

Telephone: Central No. 292 (Private exchanges to all Dept.).

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and

PENANG, on 7th June, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

Service to destinations in the Netherlands East Indies

and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone: 1574. YORK BUILDING, CHATER ROAD.

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

ONLY MODERATE CARGOES.

SHIPPING RETURNS FAIR.

Only moderate cargo-returns were recorded for the period ending at 9 a.m. yesterday. Both local imports and through freights were lower than the previous day's figures. Thirteen arrivals and thirteen departures were entered.

Eleven vessels, discharged here general merchandise amounting to 10,037 tons; and to which four British ships contributed 2,933 tons. The N.Y.K. steamer *Tenyo Maru* from Los Angeles and Shanghai discharged 2,022 tons, and the s.s. *President Madison* from San Francisco and Shanghai discharged 1,890 tons.

Through freight carried by ten vessels totalled 10,331 tons, and six British vessels carried 2,684 tons. The best carriers were again foreign vessels, the best British carrier having 1,336 tons. The two best carriers were the s.s. *Noarhuken* (German) with 3,300 tons of general cargo from Bremen and Manila, and the s.s. *Surabaya Maru* from Surabaya and Tawau with 2,336 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	8	4
American	1	0
German	2	2
Japanese	2	2
Norwegian	1	1
Chinese	1	3
Dutch	0	1
Total	13	13

VESSLS EXPECTED.

Australian-Oriental Line.

Changte, June 8th.

Taipei, July 10th.

Bank Line.

City of Tokyo, June 9th.

City of Newcastle, June 12th.

City of Bedford, June 22nd.

City of Peking, July 7th.

City of Osaka, July 13th.

City of Evansville, July 20th.

City of Kharitonov, August 4th.

City of Halifax, August 17th.

City of Khios, September 1st.

City of Glasgow, September 29th.

Blue Funnel Line.

Mentor, June 8th.

Rhezenor, June 10th.

Tyndarus, June 10th.

Antenor, June 13th.

Dardanus, June 15th.

Oanfa, June 20th.

Dioneda, June 26th.

Glaucus, June 27th.

Antilochus, June 28th.

Atrous, June 29th.

Helenus, June 29th.

Proteus, July 3rd.

Lycan, July 8th.

Philotetes, July 8th.

Rector, July 11th.

Ningehon, July 16th.

Achilles, July 21st.

Perseus, July 24th.

Tethys, July 24th.

Thetis, July 25th.

Aeneas, July 30th.

Phenicia, August 4th.

Hellerophon, August 6th.

Calchus, August 11th.

Teucer, August 14th.

Automedon, August 17th.

Elpenor, August 22nd.

Sarpedon, August 23rd.

Macchus, September 19th.

Patroclus, September 30th.

Prince Line.

Japanese Prince, to-day.

Chinese Prince, June 29th.

Swedish East Asiatic Co., Ltd.

Formosa, June 10th.

Agia, June 15th.

Delhi, June 19th.

Nanking, July 1st.

SUNRISE AND SUNSET.

To-day ... 5.38 a.m.

To-morrow ... 5.38 " "

Friday ... 5.38 " "

Sunset ... 7.05 p.m.

To-morrow ... 7.06 " "

Friday ... 7.06 " "

Patrols, September 30th.

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Patrols, September 30th.

British-India and Apcar Line.

Takada, to-morrow.

Santha, June 8th.

Takada, June 15th.

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Takada, June 10th.

